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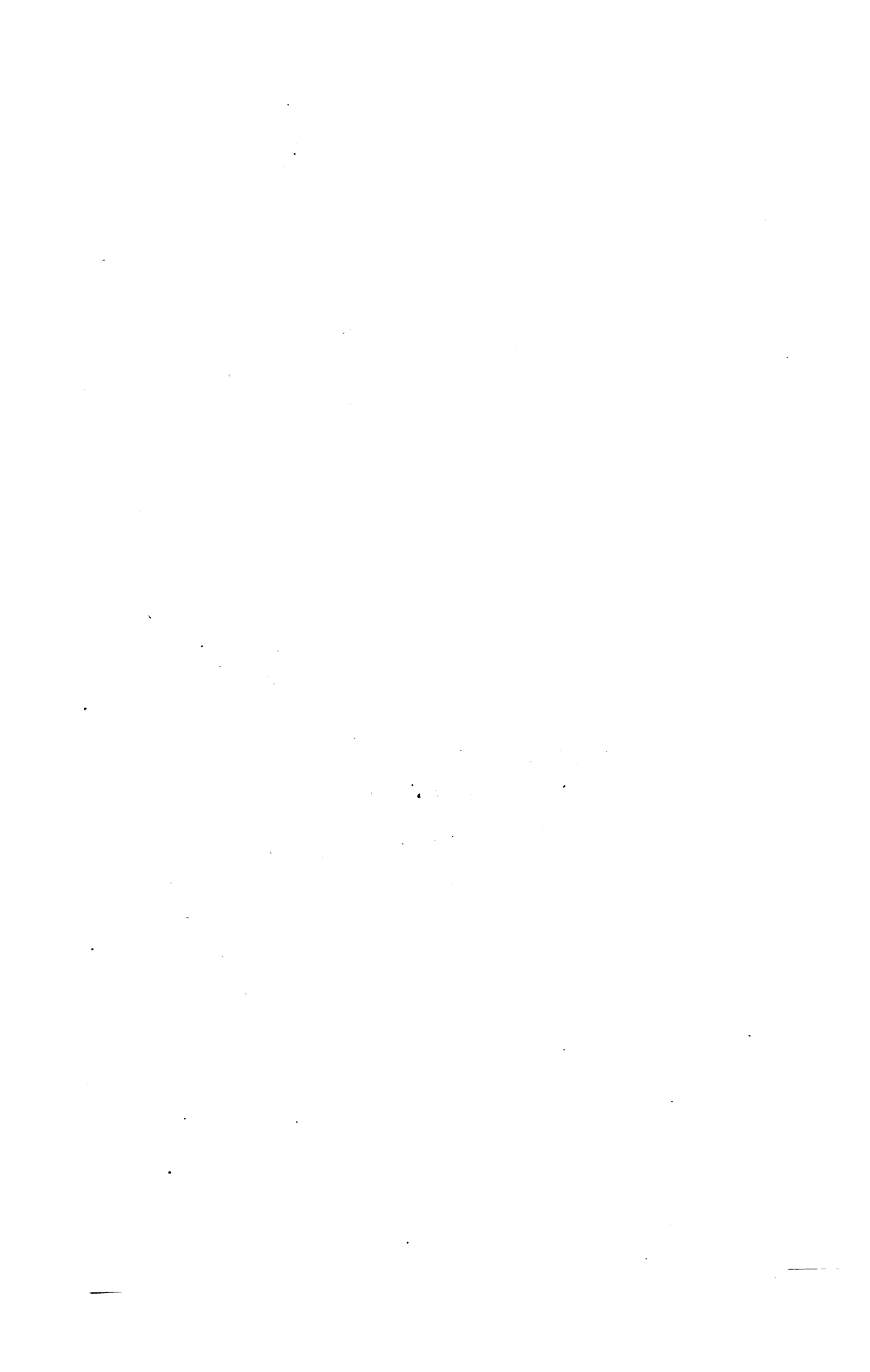
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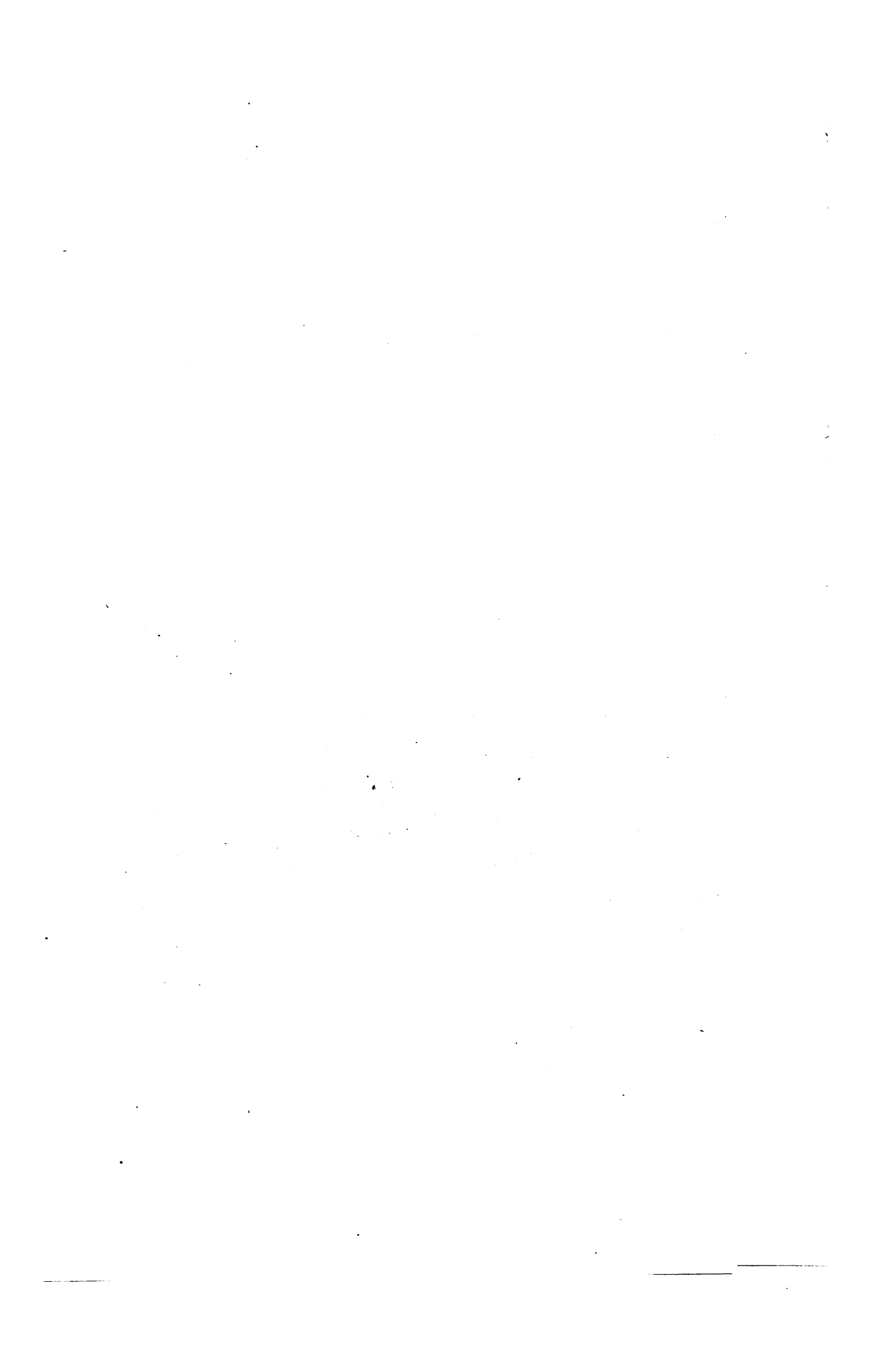
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THE LIFE AND LETTERS OF ADMIRAL DEWEY

FROM MONTPELIER TO MANILA

CONTAINING REPRODUCTIONS IN FAC-SIMILE
OF HITHERTO UNPUBLISHED LETTERS OF GEORGE
DEWEY DURING THE ADMIRAL'S NAVAL CA-
REER AND EXTRACTS FROM HIS LOG-BOOK

BY

ADELBERT M. DEWEY

ASSISTED BY MEMBERS OF THE IMMEDIATE FAMILY OF
ADMIRAL GEORGE DEWEY AT MONTPELIER VERMONT.

EMBELLISHED WITH OVER
TWO HUNDRED AND FIFTY ILLUSTRATIONS

AUTHORIZED EDITION

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Dedication..

To the American people, to whom George Dewey, of Vermont, is a most illustrious example, and to the many thousands of noble men and women in this haven for the oppressed of all the world, in whose veins courses the blood of **THOMAS DEWEY**, the Settler, this book is most respectfully dedicated by the author.





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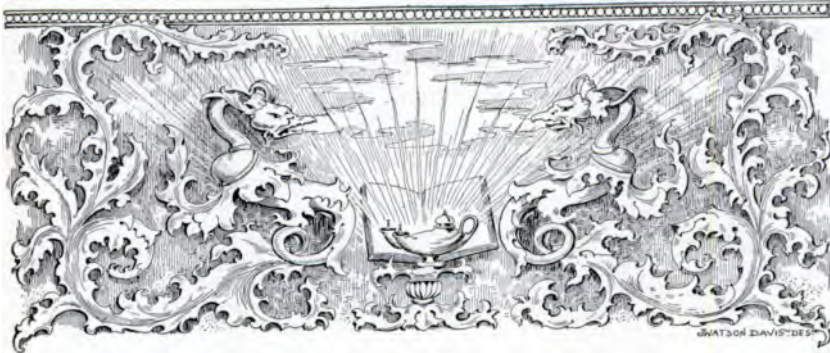
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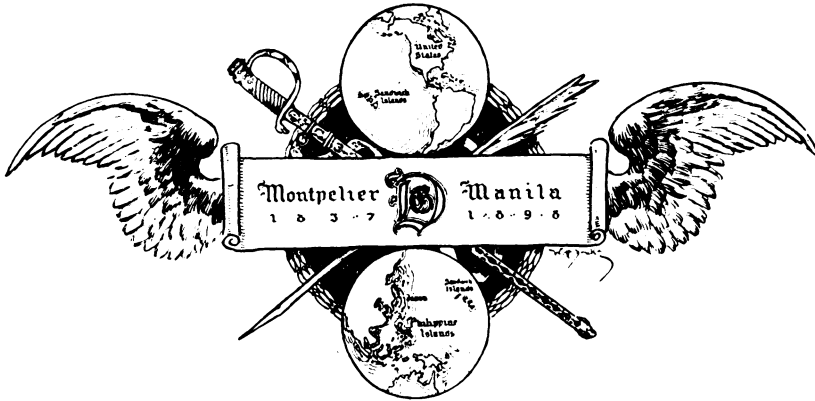
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INTRODUCTION



IT is the happy lot of GEORGE DEWEY to have merited the universal approval of his countrymen. The award is made without a dissentient voice. He indeed would be alike courageous and perverse who should refuse to join in the harmonious acclaim that comes up from land and sea. Only Thersites, or some of his cynical descendants, unloved of mankind and unappreciated of history, would dare to croak a discord in the symphony.

In the career of most men material abounds for controversy and wrangling; as it respects the Hero of Manila, there is virtual unanimity. The countrymen of the Admiral have made up their minds to transfer their favorite from the ranks of the unknown and the common to the ranks of the immortals in bronze. The

schoolboys and the youth of the future, in the early morning of their lives, must make the acquaintance of one more captain of the hosts.

Whatever may be the elements of Dewey's character and the historical circumstances of which he has availed himself, there can be no doubt of the fact of his fame. He has passed easily and permanently into the catalogue of the great sea-captains who have won for their respective nations the dominion of the seas. Henceforth, this name will be found written on architrave, tablet, and pedestal, with the names of Nelson and Decatur and Farragut. The marvellous thing in the career of our Admiral is that within a single year he has made such an extraordinary dash of renown. His victories are emblazoned with the deeds of the Lord of Trafalgar, the Master of the Mediterranean, and the Hero of Mobile Bay.

George Dewey is one of the great characters of whom modern history avails herself in the transformation of warfare. War now looks from the land to the deep. Mars stands no longer above the plain, but over the infinite sea. The empire of the world is contested not on the shore, but on the ocean. The great states of Christendom have come to depend upon their navies for both defense and victory; and this dependence has not been disappointed. Great Britain has risen to her world-wide dominion, not by the onset of her armies, but by the power of her fleets. Nor has the Great Republic ever failed of triumph in a conflict when the American navy has been the right arm of her faith. The splendor of Dewey's name streams up from the new era of

humanity in which naval warfare (ere all warfare be abolished) shall be substituted for the bloodier conflicts of armies.

There is a historical suspicion, not ill-founded, that men concerning whom the world is agreed are likely to lose their fame. It must be confessed that most of the great characters who have influenced the course of human events have attained their place only by battle and conquest, and many have subsequently lost their place by a reversal of the judgment of mankind. Only in rare instances does the foremost man of his age hold through life *and* death an equal and undiminished fame. In the case of Admiral Dewey there are reasons *à priori* for believing that his rank as man and hero will not in the twentieth century be less illustrious than it is in this.

The conspicuous leaders in the affairs of nations have generally been fiercely assailed. Not only the strong have been thus subjected to the antagonism of their fellow-beings, but the good as well have been attacked and tried by fire. The military captain has had to become such by shaking from his powerful sides the lesser creatures who pursue him, and the statesman has had to reach the ascendant by traversing the marshlands of politics and by breathing the enmities and bearing the slanders of his rivals. Even the artist and the professional man, preëminent above the rank and file of their fellows, must gain their stations and secure their fame by enduring the petty ordeals of competition and by facing the frown of thousands left behind.

Lord Byron has well expressed the general enmity which the human race sadly enough cherishes for its leaders and master spirits:

“He who ascends the mountain-top shall find
The loftiest peaks most clad in ice and snow;
He who surpasses or subdues mankind
Must look down on the hate of all below!”

To this sad and almost universal law, it has remained for Admiral Dewey to furnish a conspicuous exception. Nor does there seem to be any well-founded apprehension that the present partial judgment of the American people will be hereafter reversed by some sudden caprice or prejudice of the coming age.

George Dewey has emerged into the broad field of world-wide observation and renown under conditions that are strikingly peculiar. It does not appear that in life or manner he is greatly changed from what he was prior to the great apparition of 1898. It does not appear that in character he is a purer or nobler man than he was on the *Colorado*, in the Mediterranean, thirty years ago. The change in his relative rank has been simply a revelation; and when a revelation is to be made in human history, there must be something to be revealed!

The rise of Dewey to universal fame is not an accident; neither is it the result of favoring contingencies which came with the beginning of the Spanish-American war, but it is the result of a great character unconsciously combining with a situation in which his country had—as if thoughtfully—placed him in the hour of trial.

And this is the only legitimate method of human greatness. This is the only greatness which is not envied and denied by those who cannot achieve it.

A remarkable fact may be noted as an invariable concomitant of this kind of greatness which is not *made* but simply *revealed*, and that is the unconsciousness and comparative silence of him to whom it belongs. It is true that unconsciousness and silence do not always secure the great man from the hostility of the age, but they go far to mollify and reduce the antagonism and jealousy of his grudging contemporaries. Admiral Dewey has in a remarkable degree that golden reserve of silence which is more powerful in fixing the fame of its possessor than is the orator's eloquent period or the poet's rhapsody.

Silence, fitting speech, and great deeds! These are the sterling attributes of the soul of Dewey. These are the qualities with which in the one brief season of his opportunity he has conquered not only the Spanish foe, but also the admiration of his countrymen. He now goes to his trial at the bar of Biography and History. There, in the stillness of the great tribunal, where all the heroes of the nations, each in his turn, have stood to be judged, George Dewey must stand while his credentials to immortal fame are examined!

The most illustrious lives of men belong to a class of actors who do the deed and are proclaimed afterwards. Then all of a sudden the world becomes aware of a new force which has been at work among, and in a measure determining, the character of events. In this *Life of Admiral Dewey* the task is essayed of setting

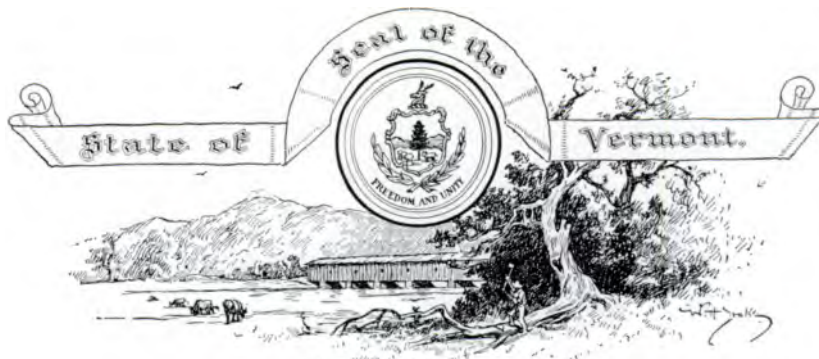
forth and interpreting the career of a man who made history before the cyclopedists had found him!

The author of the present work, and they who have assisted in gathering the facts of Admiral Dewey's life, have been fortunate in their near approach to the man himself. It had not been anticipated that so full and authentic a record of the hero's work could be made at so early a date. The documents in which are recorded the progress and much of the purpose of the Admiral have been found in the keeping of members of his family. By them his correspondence has been preserved, as if in loving anticipation of the time when his most trifling letter would be held and guarded as a treasure.

In more general terms, the author of this work has been successful in tracing the life line of Dewey from his childhood home, in Vermont, to his present place as captain of the seas. Here are found the pictured scenes of the boyhood of the hero; his career in school and academy; his outgoing as a naval tyro; his trials and vicissitudes in the long interval between the Civil and the Spanish war; his sudden revelation and ascendancy in the East, and his seemingly secure conquest, not only of the Philippines, but also of the good-will and confidence of mankind. May the remainder of Admiral Dewey's life, when the same shall have been completed, be also written in letters of gold—according to the promise of the first great act as recorded in these pages.

A handwritten signature in cursive script, reading "A. M. Dewey". The signature is written in dark ink and is positioned above a horizontal line that serves as a base for the signature.

WASHINGTON, June, 1899.

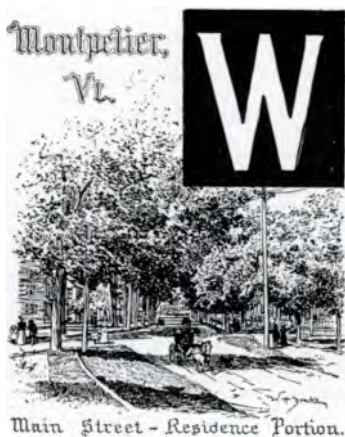


Scene in Vermont.

CHAPTER I

MONTPELIER

THE CAPITAL OF THE GREEN MOUNTAIN STATE AND THE BIRTH-
PLACE OF ADMIRAL GEORGE DEWEY



WHILE searching for the data with which to authenticate and embellish the story of the life and character of America's greatest living naval commander, the writer boarded a train in Grand Central Station, New York city, one Sunday afternoon at four o'clock, and at three o'clock the next morning found himself in the beautiful valley of the Winooski River, in the very heart of the famous Green Mountain region of Vermont. "Montpelier!" called out the trainman in deep stentorian tones, and the Pullman porter helped the weary traveler to the platform of the station. But it was not the Capital City after all—only

a junction, from which a few moments later he was carried by a combination of freight and accommodation train to the charming little city which has now become historic as the birthplace of George Dewey, the hero of Manila Bay. The courteous hotel porter escorted the scribe to comfortable quarters for the remainder of the night, and in fifteen minutes after he was left alone the quiet of a New England village had lulled him into a refreshing slumber, undisturbed, until the sweet song-birds, which inhabit this region in great numbers, proclaimed the coming of the dawn of another day. Hastily preparing for breakfast (which comes at an early hour here), the searcher after facts was ushered into a large and commodious dining-hall, where trim New England maidens, in neat frocks, served an old-fashioned New England meal, with fresh Vermont maple syrup for the buckwheat cakes and shaved sugar for the rolls and cereal. Altogether, it was such a reception as one might have expected in a New England city which has erected in its State House a marble statue to Ethan Allen, and which celebrated the naval victory of May 1, 1898, as did no other city in America.

And right here it is well that the reader should become a little acquainted with the city of our Admiral's birth and boyhood. The eleventh census (1890) gave to Montpelier a population of a little more than five thousand persons, but a later school census increases that number to about eight thousand. The city lies in a quiet, sequestered spot, on the bank of the Winooski River. It is surrounded so closely on all sides by the

Green Mountains as to seem to be literally resting in the very lap of Nature. State street, which takes its name from the State House, occupying one whole square of ground, the rear of the building itself reaching to the very foot of the mountain range, is at once a place of business and of pleasure. Not less than one hundred and



MAIN STREET, MONTPELIER

fifty feet in width, bordered with wide walks of concrete, its parking filled with stately old elms and other trees of dense foliage arching the street, it is indeed a pleasant scene to look upon. Going from the station, which is as near the centre of the town as it well could be, one enters to the right the business portion of the city, while to the left and in front is to be found the main



BUST OF ADMIRAL DEWEY

Made by Abrams Chegli, of New York. Presented by Charles Dewey, brother of the Admiral, to the Wood collection of fine arts at Montpelier

residence section. The spot where George Dewey was born is a few hundred feet to the left of the station, and just opposite the entrance to the State House grounds. A brother of the Admiral, Capt. Edward Dewey, has since built here a handsome house, that in which

our hero had his first struggle for existence having been moved a little farther down the street. Turning to the right, and before reaching, in the business section, what is called Main Street, one passes the government building and courthouse, and, what is here of more importance, the site of Christ Church. That house of worship was built in the early years of the century, largely through the efforts of Dr. Julius Yemans Dewey, the Admiral's father, and was also the church in which



MONTPELIER, VERMONT

the Admiral himself was christened and taught his first lessons in the catechism. The illustration on page thirty-nine is of the old church as originally built. It has since been replaced by another and more costly structure. The original building, having been remodeled into a dwelling, is still in use a short distance down the street, as a



KELLOGG-HUBBARD LIBRARY, MONTPELIER

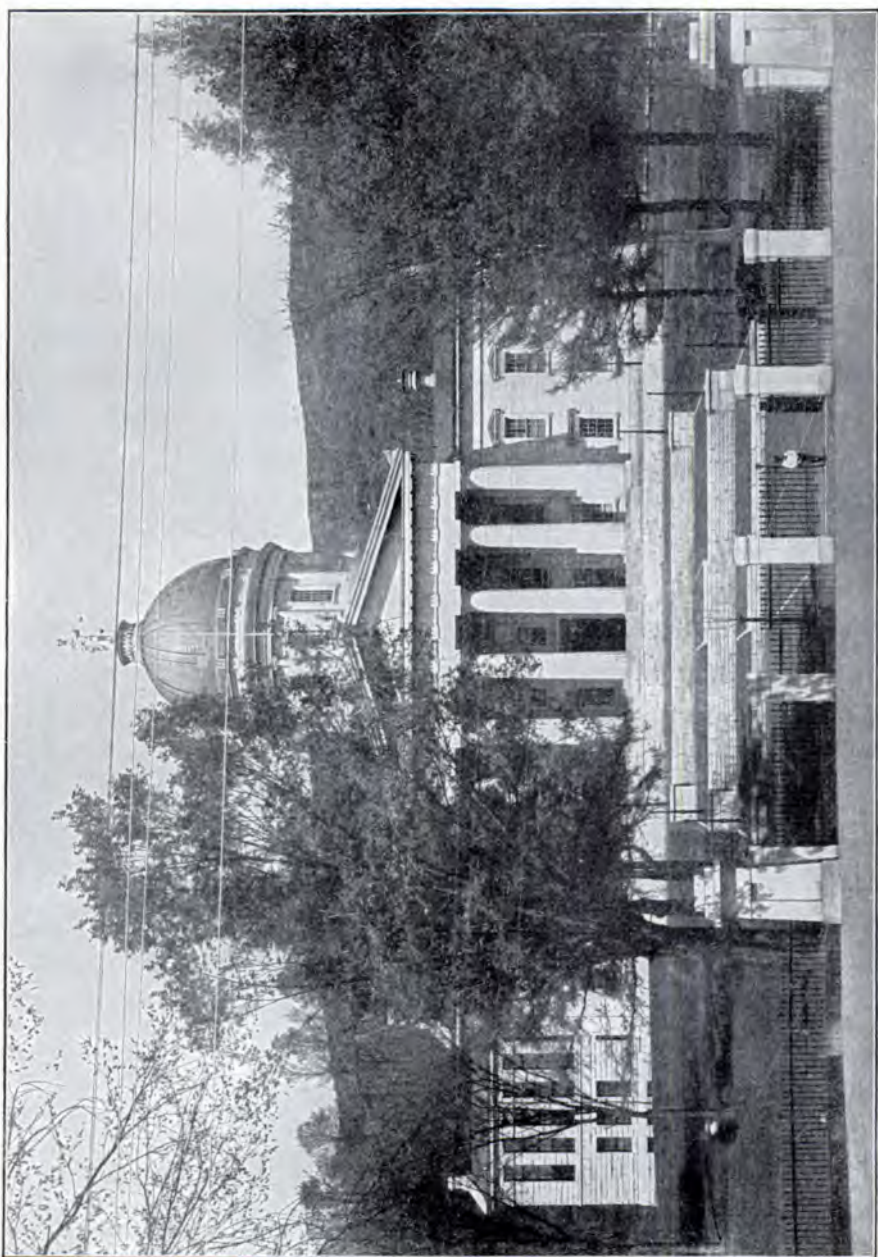
boarding house for summer tourists, who every year visit Montpelier in large numbers.

Passing along still farther to the right, and turning into Main Street to the left, the visitor discovers that he has entered another avenue of unusual beauty, bordered on either side by fine residences in wood and stone, surrounded by spacious lawns and gardens enriched by

an abundance of flowers. Here he finds the Kellogg-Hubbard Library, a magnificent stone structure built at a cost of \$60,000,—a property incorporated and held in trust for the inhabitants of Montpelier. The building is commodious, and a fit place of abode for the Montpelier Public Library, which has had an existence, in one form or another, since the year 1794. It is thus seen that the residents of Montpelier, while yet a very young village, and when its inhabitants could have been counted on the fingers of few hands, were seekers after knowledge; and it is but fair to say of them that they have been seeking it ever since.

Another of the points of interest to the visitor is the Heaton Hospital erected in 1895 on the northern portion of what is known as Seminary Hill, the place taking its name from the Montpelier Seminary, a Methodist institution of learning well and favorably known to Methodists and others throughout the Green Mountain State. Both of these are large and commodious structures, well managed, and possessing attractions for strangers, whether in search of health or education.

Coming back to the city proper, and after feasting our eyes on the architectural beauty of the "National Life," and other structures in marble and sandstone, we will take a look at the old brick school building in which one Pangborn, in the late forties, taught the young ideas of Montpelier how to shoot. It is said that this same pedagogue once conquered the iron will of the boy who in later years conquered the Spanish navy in the waters of the Philippine Archipelago. The building is now used



STATE HOUSE, MONTPELIER, VERMONT

as a dwelling, the view on page sixty-nine being a good one of the outside of the structure. It was in this place that most of the men of Montpelier, now of mature years, were given their first lessons in the rule of three. There are many now



THE "NATIONAL LIFE" BUILDING, MONTPELIER

living in the various cities of the United States, as well as many who still dwell beneath the roof which gave them shelter in childhood days, who received their earliest instructions here, and who have since taken their places among the foremost men and women of their time.

Last, but by no means least, in this list of points of unusual interest in the Capital City of Vermont, we come to the official home of the State government itself, the State House. The view presented of this stately structure furnishes but a faint idea of the grandeur of the building. Standing, at this point, in the very centre of the valley of the Winooski River, a view from the dome of the Capitol building discloses a kaleidoscopic panorama to be found, with equal effect, in no other locality. Back

of the State House rises majestically one of the highest and most precipitous of the Green Mountain ranges, so close as to make it appear possible for the observer to jump with ease from the dome to the mountain side. Away to the right and left can be seen the winding waters of the Winooski, with its sloping banks and meadowed lowlands. A quarter of a mile down the stream is the



HEATON HOSPITAL, MONTPELIER

ford in which George Dewey nearly lost his life on the occasion of his first naval venture in his father's run-about some time in the early forties. A view of the ford is shown on page sixty-four. Far away, in one direction, on a clear day, can be distinctly seen the foothills of the White Mountains, while in the other, the Adirondacks and Lake Champlain, with its reminders of Ethan Allen and the Green Mountain Boys at Fort Ticonderoga, bring the enchanted observer back to earth again and remind him that time flies and waits for no man. At his feet lies



FEDERAL BUILDING, MONTPELIER

the north branch of the Winooski, cutting the little city in two, and winding its way like a thread of silver away to the north and east, forming another valley as beautiful as the one in which the city of Montpelier rests. Along its banks within the city proper are to be seen many manufacturing plants of varied industries, giving to the little city an air of hustling commercialism surpassed only by its quaint and quiet New England homeliness as a place of either rest or recreation.

The interior of the State House possesses much interest for the stranger. The rooms of the governor and other State officers are both elegant and simple in their furnishings, the walls being hung with paintings of former officials and men of note in the affairs of the commonwealth. The Vermont State Historical Society occupies much space with collections, both rare and rich, of everything, from stuffed birds, native to the State, to the Indian relics of bygone days found within the borders of old Vermont. The exhibits are as fine as could possibly be gotten together, while the display of polished granite and marble would occasion surprise in one unacquainted with the resources of the State in those particular products. Marble and granite are as common in the construction of buildings in Montpelier as were the more familiar cobble-stones in the dwellings and factories of northern New York erected in the early part of the nineteenth century. Here also is to be found the State Library, said to contain the most complete collection of law books of any library in the United States, not even excepting the Congressional Library at Washington. It is a boast of

Vermonters interested in library matters that several of the United States Supreme Court Justices have in recent years written their opinions and decisions within the walls of this building, coming there from the White Mountain country in order to avail themselves of the superior facilities afforded by this collection of law books.

Before leaving the building and after taking a glance into the halls of the Assembly and the State Senate, the visitor is invited to inspect the statue of Ethan Allen, which stands in the porch of the building. This statue was designed by Larkin G. Mead, and is said to have been his masterpiece. Vermonters have an especial fondness for Ethan Allen, and their latest hero is yet compelled to yield a place in the affections of the people of the Green Mountain State for this other Vermonter, who called so early in the morning on the British at Ticonderoga.

Down the broad steps from the porch toward State Street, one enters the spacious grounds with a feeling that he has been well repaid for his time within the building. The grounds are plain but well kept, the walks from the centre gate to the far corners of the inclosure, at either of the side entrances to the Capitol building, being trod daily by a large percentage of the population of the city in their passing to and from business or the station. It was in these very grounds that the children of Montpelier in the early days used to hold their annual May-day festivities, though usually the picnic would commence in the woods on the hills above the State House, and end within this

inclosure. It was here that George Dewey, on one of these May-day occasions when he was a lad of thirteen, had an altercation with the boy who has since become the Rev. John P. Demeritt. An account of the altercation is given elsewhere in this work. It is interesting to listen to tales of the annually re-



THE COURT HOUSE, MONTPELIER

curring jollifications among the younger people of those other days, and one is led almost to wish that he were young again, and that the customs of the years gone by had not been so ruthlessly cast aside for the more fashionable but less enjoyable festivities of these later generations.

In another particular the city of Montpelier is worthy of more than passing mention in this initial chapter to the story of the life of George Dewey. Scientists tell us that food and drink, and the habits of life influenced

by both of them, are important factors in affecting the career of any people. The soil of the Winooski valley produces the very best of vegetables and cereals, and the waters of Mirror Lake, from which the city receives its supply of water for domestic uses, are declared by chemists to be as pure as any in the world. If we are to take this into consideration, then surely Montpelier is entitled to another credit mark when we are fixing the rewards for the victory of Manila Bay.

Taken altogether, Montpelier is a pleasant place to live in, as well as a good place to have been born in, as has been said by some of the paragraphers in reference to the early home of George Dewey. Best of all, the people are of an hospitable disposition, and the latchstring is always hanging out for the stranger who happens to come within the gates of the city.



Ruins of
Fort
Ticonderoga



CHAPTER II

BIRTH AND CHILDHOOD

HOME OF DR. JULIUS YEMANS DEWEY — ANTE-NATAL INFLUENCES—"THE POOR LITTLE CHILD OF A TAR"



Admiral Dewey's birthplace, Montpelier, Vt.

THE day was Christmas, happiest of all the winter holidays, and the good people of the Capital City of the Green Mountain State were as merry with their festivities as is the custom in all those ancient New England households. December twenty-five comes there as early in the calendar year as elsewhere; but, somehow, it seems to be a little later in the season when the snow has lain on the ground for several weeks, and the jolly jingle of the sleigh bells has become sufficiently familiar to cause no longer a scurry of the children to the windows to see the horses

and hear the music of the sweet-toned harbingers of peace and happiness. And, too, the latitude of Montpelier is pretty well north, and long ere the last week in December the thrifty householder of the year of our Lord eighteen hundred and thirty-seven had banked his house against the wintry winds, and lighted the fires in the great stoves and fireplaces which make the long evenings pass so pleasantly, and which have given to the homes of Vermont a fame above that of most of her sister States as a place of good cheer during Yule Tide. It is here the children come to crack nuts, eat apples, and drink the best of sweet cider; and the ringing laughter, mingled now and again with the music of song or the interesting tales of other holidays, have a tendency to make the older ones wish for a return of the days of childhood, when Santa Claus was not to them a myth, and before the years of care and responsibility had made them acquainted with the stern realities of life.

On State Street, nearly opposite the State House, there then stood a vineclad cottage, known far and wide as the hospitable home of one of Vermont's foremost citizens, Dr. Julius Yemans Dewey. Pleasant were the surroundings here, so far as nature and loving hands could make them, and the stately elm-trees, with their over-hanging branches, glistening with the crystals which heaven alone can send them at this season of the year, only added to the grandeur of the landscape. Back of the house, at a little distance, ran the murmuring waters of the Onion River, where boys and girls, in their warm hoods and fur mufflers, gathered during the winter months to while



STATE STREET, MONTPELIER

Admiral Dewey was born on the spot now occupied by his brother's home, the second house on the left

away an idle hour and gain much needed respite from their studies; and "crack the whip" was as much in evidence with the skaters then as the latter-day sport of curling is now. In the distance are to be seen the snow-clad tops of the mountain ranges for which the State is famous, and which, for six months in each year, are so covered with verdure as to entitle them to the appellation of "Green Mountains."

In this pretty cottage home of Doctor Dewey, Christmas Day, 1837, was not unlike that of other years. Children there were,—two robust boys, aged respectively eight and eleven years,—and to them the recurring holiday brought its usual accompaniment of toys, sleds, skates, pop corn, candy, nice warm mittens, and fur-lined coats and caps. But there was present an air of quiet expectancy, and none acquainted with the family were at all surprised when, on the following day, December twenty-six, they learned that another baby boy had come to bless the home of Doctor Dewey and his most estimable, beloved wife. That child was christened a few years later in the church which the father had founded, and was named George Dewey. The large congregation who witnessed the baptism, and who heard the prompt decisive answers of the fond parents to the questions asked by the rector of Christ Church, little realized that the infant thus starting on the journey of life was one day to become one of the best-loved Americans of his time, achieve the greatest naval victory in the history of nations, and, by the effort of a single day, practically end a war with a foreign power, and change the map of the world.

The Admiral's ancestors all along the line from Thomas Dewey, the settler, who landed in Massachusetts Bay with the Rev. John Warham's little band of persecuted Christians in the summer of 1630, down through the Revolutionary War and the War of 1812, have been men who have taken a prominent part in the affairs of both State and Nation. And, too, he comes of stock possessing the qualities which he himself has shown in his destruction of the Spanish fleet in the harbor of Cavité. The Deweys have ever been fighters—not brawlers, who quarrel for the sake of creating a disturbance, but fighters to the manner born, who were ever ready to lay down their lives, if need be, in defense of their country's honor, or to resent any insult to their country's flag. Among the best known of the family's representatives in this class stands the name of the Rev. Jedediah Dewey, who, history tells us, adjourned a service in his church to go out one Sunday morning to fight the British at the Battle of Bennington, and then returned to the house of worship, took up his sermon where he had left off when interrupted, and finished it. Another of this same family was Capt. Elijah Dewey, a son of the Reverend Jedediah, who has a record of having been at Ticonderoga, the evacuation of St. Clare, at the Battle of Bennington, where his reverend father earned the title of "the fighting parson," and at the surrender of Burgoyne. And when that other Vermonter, Ethan Allen, put in an appearance so early in the morning and demanded the keys of the fortress at Ticonderoga, he was accompanied by Ensign Simeon Dewey, who was a brother of George Dewey's great-grandfather,



CAPTAIN SIMEON DEWEY

Capt. William Dewey, who was himself very much in evidence throughout the Revolutionary War. Several others of the Admiral's ancestors in direct line have been equally as conspicuous as defenders of the Stars and Stripes as those so briefly noted.

George Dewey was what some people would call "well born." His parents were among the most highly respected people in that staid old city of Montpelier. His father had been graduated at the age of twenty-three from the Medical Department of the University of Vermont, and practiced his profession with great success until 1850, when he became medical examiner of the National Life Insurance Company. During those six and twenty years, the genial doctor became the best-known man in all that country round. His visits to the bedside of the sick and dying brought him in contact with thousands of families, the descendants of whom are now congratulating George Dewey and his family on the great victory of Manila Bay. To the sick his coming was as a beam of sunshine on a dark and dreary day. He was a religious man, but not one of the sort who carried his Christianity on his coat sleeve to be seen of men, but who, rather, permitted the glory of his Master to shine out in his countenance, and who spoke cheering words to those in trouble, and always had a pleasant smile for those with whom he came in daily contact. His was a religion of deeds, not words, and many are the tales told since his death by those whom he had helped in many ways during his long and useful life. He dispensed charity with a lavish hand, and yet his left hand never knew what his right hand



CAPTAIN ELIJAH DEWEY

was doing. As may be readily understood, Julius Yemans Dewey was a man of importance in the community where he lived, and his counsel and advice were often sought by men in all the walks of life. He was a man of musical and literary tastes, and he is said to

have rarely permitted a Sunday evening to pass which did not witness a gathering of the young people of his immediate neighborhood at his home, where, for an hour or more, the sweet tones of the cottage organ were united with the melodious notes of the doctor's own superb tenor, mingled with the voices of young men and women, all singing in sweet accord the beautiful hymns for which the Hymnal of the Episcopal Church is so justly noted. Long prayers were not the doctor's forte; but praises to God in the true spirit of Christian fellowship in everyday life were the characteristics of the Admiral's father.

When the handful of worshipers in Montpelier who espoused the Episcopal faith decided to build a church of their own, it was to Doctor Dewey they came for counsel, and he became known as the founder of Christ Church. The first funeral ever held in this sacred edifice was that of George Dewey's sainted mother, who passed over to the bright beyond when the future hero of Manila Bay was but a mere chit of a boy of five. It was in the Sunday School of Christ Church that young George was taught his first lessons in the catechism, and some years later, while stationed at the Naval Academy, George Dewey was confirmed, as was, also, his wife, Susie Goodwin, at St. Anne's Protestant Episcopal Church, Annapolis, Md. Dr. Julius Yemans Dewey was ever deeply interested in all matters of an educational nature, and the churches, public schools, and libraries of Vermont always had in him a staunch supporter and earnest friend. He was a public-spirited citizen, and was ever ready with his voice or purse to aid in the advancement of railroad, church, school, hotel, or other enterprises in which his loved village or city of Montpelier might become interested. In a word, George Dewey's father was a man among men, highly educated, cultured, of strict integrity, exceptional morals, and firmness of character,—just such a man as one would expect to know as the progenitor of such a leader of men as Admiral George Dewey.

The Admiral's mother was a woman of uncommonly fine parts, and to her as much as to his father does he owe many of the excellent traits of character which have made him great, as greatness is properly understood, in

the world of men. "The hand that rocks the cradle rules the world" was written of one of America's best-loved and most patriotic women; and true it is in the present instance that the hand that rocked the cradle in which nestled the future Admiral of the American navy had much to do with ruling a good portion of the world in this year of our Lord eighteen hundred and ninety-nine.



HOUSE AT MONTPELIER IN WHICH ADMIRAL DEWEY WAS BORN

The mother-influence is strong with the child for the reason that it is she who has most to do with it during the impressionable years of infancy; and while George Dewey's mother passed away when he was yet of tender age, it is still true that her influence for good is seen in all the years since passed. Through the noted families



Julius Y. Dewey

DR. JULIUS YEMANS DEWEY—THE ADMIRAL'S FATHER

of Holyoke and Talcott, Mary Perrin descended from Nicholas Pyncheon, who was high sheriff of London in 1532, treasurer of Massachusetts Colony, and founder of Springfield. The Holyoke family has had much to do with the upbuilding of the western and southern sections of Massachusetts, while the Talcotts have ever been, and still are, among the solid promoters of the welfare of the State of Connecticut. And, while this line of honored ancestry doubtless has a right to some measure of credit for the character of our esteemed hero, it is to his mother that the principal degree of praise is due for many of his excellent qualities. She was a woman who loved her children, and considered no sacrifice too great if it would in any measure add to their personal comfort or advancement. Mary Perrin was born in Berlin, Vt., in the year 1799, and was one of the many children of Mary Talcott and Zachariah Perrin. Her girlhood was not unlike that of any other child in the neighborhood of her home. The school which she attended was established by Mrs. Willard at Middlebury, Vt., but has since been removed to Troy, N. Y. The education thus obtained eminently fitted her for any station in life which she might be called upon to fill. She came from a family which valued the best things in life,—education, integrity, good books,—and was conscientious to the last degree. After an engagement of two years, she married Julius Yemans Dewey, a rising young physician of Montpelier. Together they came to the cottage home which he had provided, opposite the State House gate, and in which all four of her children were born. The home was a happy one, and the

industrious young wife was a true helpmeet to the young doctor, so full of strength, courage, and ambition. Her library of books was not a numerous one, but was complete with such works as those of Shakespeare, Burns, Cowper, and that other sweetest of all the singers of his day, Thomas Moore. "Lalla Rookh" was among her favorites, and even now the sentences she loved and marked are the delight of her children and grandchildren of to-day. She was also an admirer of Dr. Samuel Johnson, and read his works with much interest. In appearance George Dewey's mother was stately; her home ever scrupulously neat and orderly, and her conduct exemplary, as that of her much-loved son is said to be in all respects. Like her husband, she was ever doing good deeds and scattering seeds of kindness wherever she went, till finally in the performance of an errand of mercy she contracted the cold which terminated in her death. But her spirit still lives to bless mankind. Her contribution to the welfare of humanity, in the son who has earned the right to so warm a place in the affections of the American people, is not a small one; and a people would be ungrateful indeed who did not accord to her, equally with her husband, a place in the pages of history as the mother of such a man as Admiral George Dewey.

Much has been said and written of George Dewey as a man and as an officer in the Navy, but little attention has been given to those years of his life when character was being formed and when the foundations were laid, upon which, in after years, was builded the manly qualities and noble attributes found to-day in the hero of



ETHAN ALLEN

Statue on the porch of the State House, Montpelier

Manila Bay. While searching for data concerning the child-life of George Dewey, the author addressed a letter of inquiry to the Admiral's sister, and through her has been able to discover what seems to be a most important factor in influencing the career of the boy, the youth, and the man in the years since passed.

As has already been stated elsewhere, our hero lost

his mother at the tender age of five, and his father, a country doctor, found himself called upon to take the place of both father and mother to his orphaned children. His leisure hours were always spent with his little ones, entertaining them now, instructing them again, and ever seeking to guide them. by speech or song, in the path of honor and duty. George was termed his "little hero," and many an hour sat upon his father's knee and listened to song or story till his very soul seemed stirred by the recital to its utmost depths. One song more than any other appeared to



THE "LITTLE HERO"

interest the little listener. It was a tale of the woes and misfortunes of a child like himself, but whose life was made doubly sad and lonely by the absence of his father in the Navy, defending his country's flag. Following are the words of the song:—

THE POOR LITTLE CHILD OF A TAR

IN A little blue garment, all ragged and torn,
With scarce any shoes to his feet;
His head all uncovered, a look quite forlorn,
And a cold, stony step for his seat—

A boy cheerless sat, and as travelers passed,
With a look that might avarice bar,
“Have pity,” he cried, “let your bounty be cast
On a poor little child of a tar.

“No mother have I, and no friends can I claim,
Deserted and cheerless I roam;
My father has fought for his country and fame,
But, alas, he may never come home.

“By cruelty driven from a neat, rural cot,
Where once in contentment she dwelt,
No friend to protect her, my poor mother's lot
Alas! too severely she felt.

“Bowed down by misfortune, Death called her his own,
And snatched her to regions afar;
Deserted and friendless I was then left to roam,
The poor little child of a tar.”

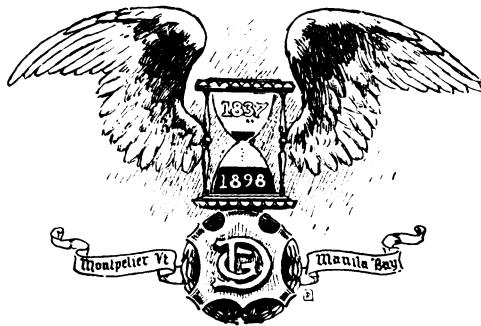
Thus plaintive he cried, when a traveler who passed,
Stopped a moment to give him relief;
He stretched forth his hand, and a look on him cast,
A look full of wonder and grief.

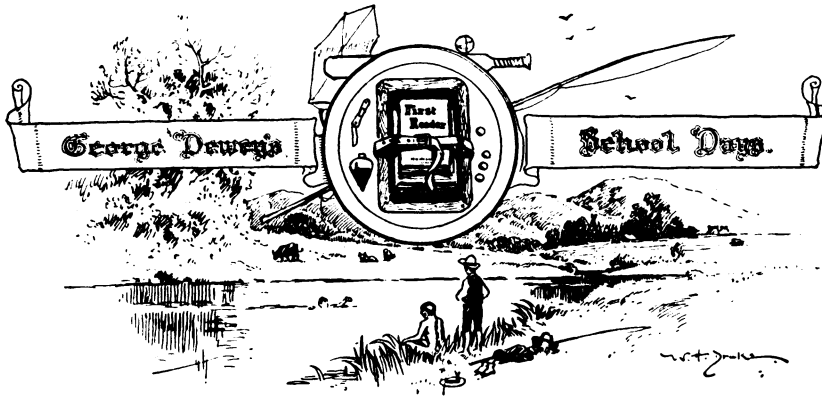
"What, my Willie," he cried, "my poor little boy,
At last I've returned from the war.
Thy sorrows shall cease, nor shall grief more annoy
The poor little child of a tar."

As the song progressed tears would fill the eyes of the little sympathizer, and in his anxiety lest the "poor little child of a tar" should suffer, he would interrupt the song to suggest means for relieving his distress. But the climax was reached when the father returned from the war and found his destitute child, and young George would fairly dance for glee to think that the child's sufferings were at an end. This song always left a deep impression on our hero's mind, and he would talk about it for hours at a time.

And who shall say that right here was not laid the foundation for the desire which in the later years inspired George Dewey, the youthful student, to seek admission to the Naval Academy at Annapolis, and in the still later years gave to the world its most eminent and truly great naval commander? George Dewey as a child was active and playful, impetuous and fond of out-door sports, yet tender and sympathetic; as a youth, manly, studious, fond of reading, music, and those associations which elevate and inspire to acts of heroism and noble deeds. And here, in her own words, is his loving sister's tribute to his character as a man: "And now he is a quiet gentleman of finest feelings, thoughtful, kind, and loyal. Not so effusive as many persons, but sincere. A friend to trust in time of trouble."

And what higher measure of praise can be imagined? The world is filled with men just as loyal and just as brave as George Dewey; but few men possess all the qualities which go to make the all-'round man so clearly illustrated in his life from childhood till threescore years of age.





CHAPTER III

A HAPPY BOYHOOD

LEADER IN ALL GAMES OF SPORT OR MISCHIEF—HIS FIRST
CRUISE—SCHOOL DAYS AT MONTPELIER—THE PANGBORN
INCIDENT



Dewey's accident in the river.

ADMIRAL GEORGE DEWEY was a boy of but thirteen when he started out on his career as a naval hero. The waters navigated were those of the Winooski River, which flowed past his father's home in Montpelier. The season was springtime, and the melting snows of the Vermont mountains had swollen the river to overflowing banks. Just below Montpelier there was at that time a convenient fording place used by the people thereabouts as a short cut from their homes in and out of the city. Doctor Dewey, the future admiral's father, had sent young George with horse and



GEORGE DEWEY'S FIRST CRUISE

wagon to perform some errand at the home of a neighboring farmer, cautioning him, however, to go around by the bridge and not attempt to ford the river, as it was dangerous. But the temptation to shorten the distance was too great to be overcome, and George boldly drove his horse into the turbulent waters. He soon found himself floating down the stream, the horse

plunging in an effort to save his own life, and George himself was obliged to leave the wagon and trust to his faithful dumb companion to get him ashore in safety. But get ashore he did, though thoroughly frightened and effectually cured, for the time being at least, of disobedience. He reached home, in a drenched and forlorn condition, without having done the errand assigned him. He was immediately put to bed, and his father sent for. On his arrival, the kind and indulgent doctor at first began to scold, but George interrupted him with the plea, "You ought to be thankful that I'm alive, and not scold me because I didn't get drowned." The doctor turned away, and the subject was never mentioned by him again.

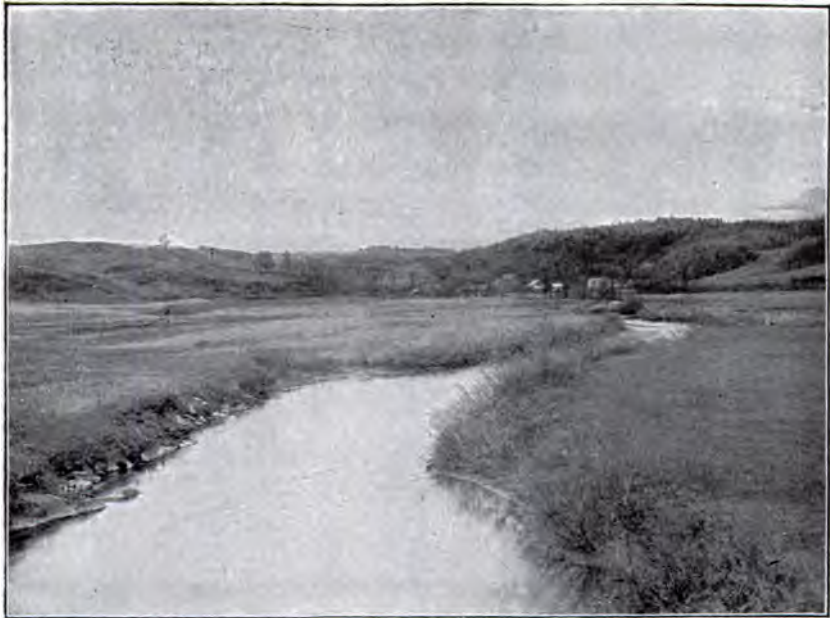
Dewey was always adventurous. It is related of him by his former associates that no hill was too long, no precipice too steep, for him to coast with his sled. Coasting in Montpelier was then, as now, a favorite pastime for the young. From Seminary Hill to State House gate—a distance of more than one mile—was an ordinary coast for George Dewey. The hill back of the State House, so precipitate as to be deemed by others unsafe for coasting, was a favorite spot for the hero of Manila and such of his associates as dared to follow his lead.

Dewey was especially happy on the ice, where it was his delight to jump over airholes and skate over thin ice which would bend beneath his weight; and many, many times his companions pulled him out of the water when he had taken too great a risk and fallen into an airhole or broken through the ice. A danger signal seemed only to inspire him to more daring deeds. He did not believe he was born to be drowned in the Winooski River, and thus far he has escaped such fate.

For a great many years the first day of Legislature in Vermont was a gala day in the Capital City. People came there from miles around. Circus crowds were no comparison. Gingerbread and sweet cider took the place of the peanuts and pink lemonade of to-day. On these occasions the boys of other towns came along to test their muscle with local youths. George Dewey always took a prominent part and retired invariably with flying colors.

Adventure upon adventure was the lot of the future hero of Manila. It had become the custom for the older

people to say, on hearing of some remarkable feat of daring or skillful trick, "Well, that Dewey rascal is at it again." The saying, "Boys will be boys," has a true application to George Dewey. He had time for all kinds of pranks, yet there was no brighter boy in school than he, who, at the age of thirteen, when attending the old Montpelier Academy, was studying Latin and Greek roots.



FORD OF THE WINOOSKI RIVER, MONTPELIER

His father had always wished to have him enter the Army, and sent him to Norwich University, a military training school, for that purpose. But George's eyes were on the sea, and he teased his father so much that his scruples against the Navy were overcome, and through his influence a cadetship in the United States Naval Academy

at Annapolis was secured for the lad, when he was in his seventeenth year.

George Dewey was a great boy to do things no other boy dared. One of these was to remain under water while swimming. One of the future Admiral's chums had beaten his record, and he started out to make a new one. The swimming basin was in the Winooski River, at the head of Main Street, in Montpelier. Dewey dived under the water and remained there so long that a howl went up from his companions that he had been drowned. Several men rushed into the river, and after fishing around pulled him out. His face was purple. The first thing he inquired after getting his breath was if he beat the other fellow. He was also the means of saving one of his companions while swimming.

Another favorite pastime of young Dewey was to run down the State House steps blindfolded. The distance is over one hundred yards, with small terraces intervening, making it very dangerous. A single miscalculation would mean a broken head or limb. Dewey never missed the gate. The crowning feature of the whole adventure was to walk so straight that he would not bump the high iron fence.

George Dewey was always full of boyish pranks,—not what would be termed mean actions, but what in college would be termed "practical jokes." Doctor Dewey in those days kept several cows, and George was wont to boast to his young companions that one of them was a saddle-cow. To prove this he would take the boys to the pasture, approach one of the most domestic animals and

assist one of the boys to her back. Thoroughly frightened, the animal would rush about the pasture, kicking and bellowing, until the entire herd was in an uproar, and the unfortunate boy on her back clinging for dear life. This joke usually ended at the bars nearest the house, with the would-be equestrian on the other side of the bars.



SWIMMING POOL, WINOOSKI RIVER, MONTPELIER

Of course, this joke could be played on only one boy at a time, but furnished much amusement to all the lads of the neighborhood, who in their turn had the experience.

George Dewey, as a boy, was more than usually keen of perception, quick to decide, especially in time of danger. On one occasion, he probably saved his life by quickly knowing what to do in an emergency.

Doctor Dewey in that day warmed his home with wood fires, his wood-yard always being well supplied with logs of maple. Sometimes it was found necessary, in working up these logs for fire-wood, to split them open with a blast of powder. George had seen his father do this, and one day called all his companions into the yard to show them how to blast. Selecting a heavy and unusually knotty log for his experiment, he bored a good-sized hole in the centre of the log, filled it with powder, and laying a fuse or line of powder to the charge, plugged the hole and lit the fuse. For some reason, the powder failed to explode, and some of the boys more venturesome than the others rushed forward to ascertain the reason why. George threw himself before the boys and commanded them to "Stand back! First you know you will be killed. That's dangerous!" After having driven the other boys to a safe distance, George himself advanced to the log to ascertain the cause of the failure to explode. He had hardly reached the log when the explosion took place, filling his face with powder and setting fire to his clothes. In the yard near by stood a sunken barrel filled with water for the stock, and into this barrel plunged the future Admiral so quickly as to frighten his companions into supposing that he had been blown there by the explosion. But his promptness saved his life, extinguishing the fire and even preserving his face from any permanent marks of the burning powder.

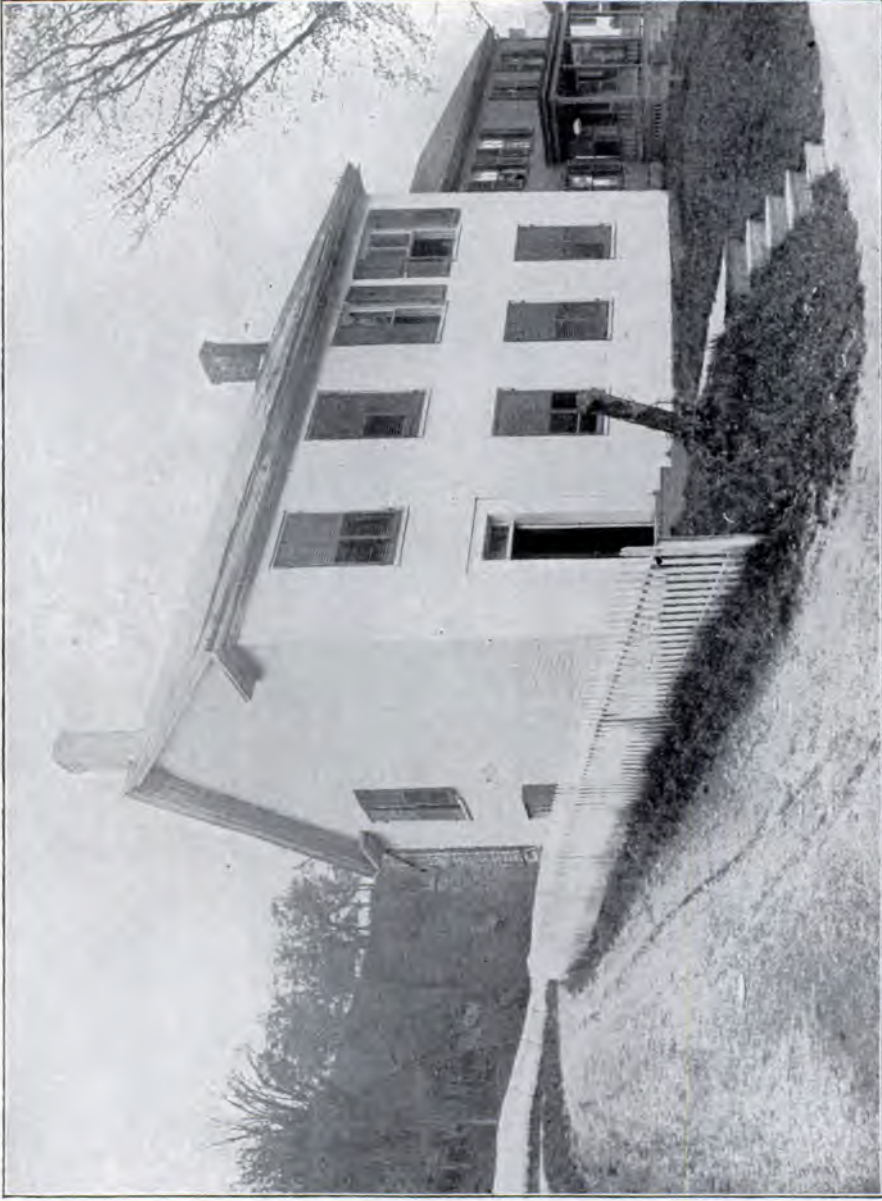
Among George Dewey's schoolmates at Montpelier, during the years 1847-50, were John P. Demeritt and

J. E. Wright, both of whom are now preachers of the Gospel. In a letter to the Rev. J. E. Wright, written soon after the Battle of Manila Bay, the Rev. J. P. Demeritt relates the following as among his many recollections of George Dewey:—

I knew George quite well as a boy at school, and saw him take his whipping there which he has often said kept him out of prison. We once tapped maples together in the grove of his father's pasture. At a picnic, May 1st, which began on the hill above the State House and for some reason was transferred or ended in the State House yard, he and I nearly came to blows, he having misused a mug of mine, for which I proposed to pound him; but he was ready, although a younger boy—at a time, too, when years made quite a difference. This brush was stopped by the girls, in which I remember Mary Silver took the leading part. George is naturally daring, and I regard him as a very superior officer—the best we have.

Louis Wood, one of Montpelier's stalwart policemen, was a schoolfellow with George Dewey during the last four years of his days at Montpelier Academy. The friendship then formed between them has been intensified with the passage of years, and the old schoolmate now has many interesting tales to tell of George Dewey as a boy.

"George was a boy who stood by his friends," said Mr. Wood, in conversation with the writer. "He always took the weaker ones' parts. My parents were French Catholics. In those days there was some feeling between the Catholic and Protestant boys, and it was quite the thing for some of them larger than myself and a younger brother to catch us alone somewhere and give us a trouncing. I remember that George Dewey would always



SCHOOLHOUSE AT MONTPELIER ATTENDED BY GEORGE DEWEY

take our part, and never would allow larger boys to attack us. It often happened that the assault would be as two to one. In those instances you would always find the future Admiral of the Navy demanding fair play, and one at a time. I never knew him to be other than perfectly fair in anything. He might stand by and see a fight, and enjoy it, without interfering to stop it in any way; but the moment two pitched on to one he was ready to take a hand himself. Of course," said Mr. Wood in conclusion, "I have not seen much of him since he went away to school. He was in the Navy and I in the volunteer service in the Army during the War of the Rebellion. But we never quite lost track of each other, and I am proud that he was my associate in boyhood."

George Dewey, like many another man who achieved greatness before the end of his allotted span, was in his young days as boyish a boy as he is now found to be a manly man. Dewey's school days in Montpelier were short, as he left there to enter a private school when not more than thirteen years of age. Many anecdotes are told, however, to illustrate the disposition of the boy even at that tender age, to demonstrate his right to leadership among his associates.

Major Z. K. Pangborn, now a resident of New Jersey, and for thirty years editor of the Jersey City *Evening Journal*, relates with much bravado a story of how he once whipped George Dewey. This was in the fall of 1849, when Dewey was not yet twelve, when the pedagogue accepted the unenviable position of teacher of the

Montpelier district school. The anti-teacher brigade, of which Dewey, though young and small, was the recognized leader, was said to have been in rebellion for a long time, and to have driven out several of the preceptors who had the temerity to undertake their government. Pangborn was a small man, weighing not much more than one hundred pounds, but considered himself an athlete and believed himself capable of handling any number of boys who might become his antagonists. When Pangborn appeared at school the first day of the session, he is said to have noticed the future hero of Manila up in a tree, throwing snowballs at boys smaller than himself. Pangborn told him quietly he must stop that, as such conduct would not be tolerated. In reply, the teacher was told to go to —; but Dewey did not come down.

School went smoothly enough that day and for several days thereafter, but the shrewd preceptor could see that trouble was brewing, so he provided himself with a tough rawhide whip, which he tucked away over the door where he could get hold of it when wanted, and awaited results.

At the close of school on the first day of the second week of the term, the boys decided to have some sport with their new instructor. It was winter time, and there were several feet of snow on the ground. They decided to lie in ambush, and hied themselves to a meeting-house, which stood near the school, the belfry of which the boys were accustomed to enter and ring the bell for want of something else to do. Young George was the

accepted captain of the company, and placed one detachment of his force in the belfry, armed with well-packed snowballs, while the others were stationed at convenient positions to come out at the proper moment and reinforce the attack of the battery in the belfry. The teacher's appearance was the signal for perfect silence. As he approached the church,



BATTLE OF SNOWBALLS

entirely unconscious of the hot reception prepared for him by the boys, he was greeted with a volley of snowballs from the church tower. At a signal from their leader his comrades closed in on the victim. It was a short, sharp battle, but the boys seemed to have the best of it, and the teacher finally gave it up and beat a hasty retreat. During the "scrap," however, several of the boys were handled roughly by the pedagogue, and the bolder ones, who came within reach of his strong arms, went down head over heels into the deep snow. During this engagement at close range the future Admiral was on top of the schoolmaster, but managed to keep out of his clutches.

Early on the morning of the eighth day of school, the fun commenced. Another boy who was disorderly was ordered to take his seat. He did so, and nearly all the larger boys in the school joined him on the bench. Then the boy whose daring entrance into Manila Bay electrified the world stepped up and coolly informed the teacher that they were going to give him the best licking he had ever had in his life. "You take your seat, sir," commanded the teacher. But Dewey did not start for his seat. On the contrary, he reached for the teacher, but missed him, and the next instant the rawhide was winding about his legs, head, and ears in cyclone fashion. Another boy entered the contest and was as promptly laid low by a blow with a hickory club from the woodpile. By this time, Dewey was subdued and appealing for mercy. The rebellion was over and Mr. Pangborn held the school until the end of the term without further trouble.

At the close of the school that day, Dewey was taken home to his father by the teacher, who presented him to his fond parent with the statement that he had brought him his son somewhat the worse for wear, but still in condition for school work. "Thank you, sir," replied the dignified Doctor Dewey. "George will not give you any more trouble. If he has not been sufficiently punished for his misconduct at school, he can have more at home. He will be at school to-morrow the same as usual." And he was. The father of the other boy tried to get a warrant for the arrest of the schoolmaster, but no magistrate could be found in the town who would issue one,

as every one said that if any man could be found who would govern that school, he was the man for the place. Long before the end of the term, George Dewey and Teacher Pangborn became the best of friends, the friendship then formed having continued thus far through life. Under Dewey's inspiration and admonition the other boys also fell into line, and the Montpelier district school became as famous in after years for its studious and orderly attendance, as it had once been notorious for its want of study and lack of discipline. Years after this event, George Dewey paid a visit to Major Pangborn at his home in Boston. Speaking one day of those early experiences in Vermont, Dewey said to his former tutor: "I shall never cease to be grateful to you. You made a man of me. But for that thrashing you gave me in Montpelier, I should probably have been, ere this, in State prison." Dewey was at this time a young lieutenant in the Navy, and the chum of Major Pangborn's brother, who was also a naval officer. The two spent much time at Major Pangborn's home, and Dewey is always spoken of as "one of our boys." Pangborn says that this is the only recorded instance in which George Dewey was ever beaten in battle. His former schoolmates, however, tell a different story, and while all concede that he was rarely ever beaten in a contest single-handed, it not infrequently happened that the odds were against him and he often went home "the worse for wear."

Dewey's early associates are not pleased with Major Pangborn's boasts of victory over their former schoolmate and friend, and many of them to-day assert that

the pedagogue would have had much the worst of the battle had the contest been even-handed without weapons. Though Pangborn was a light-weight, Dewey was little more than a child, and even lighter in weight and smaller in stature than the teacher who punished him.

Doctor Dewey sustained the teacher in his punishment of the lad, from a sense of duty. He himself had once taught school, and knew the importance of discipline. He also knew that to take issue with the teacher on the action referred to, meant the destruction of all discipline in that school for the balance of the term. But, after dismissing the boy, the teacher was taken into Doctor Dewey's library, where for more than one hour the two were closeted in secret conference, the purport of which

can only be surmised.

It is said, however, that Pangborn's whip-and-club method for the maintenance of school discipline was immediately discontinued. This part of the story Major Pangborn does not relate.

George Dewey, as a young boy, was not unlike other boys of his own circle of acquaintances; but he was always the chosen leader



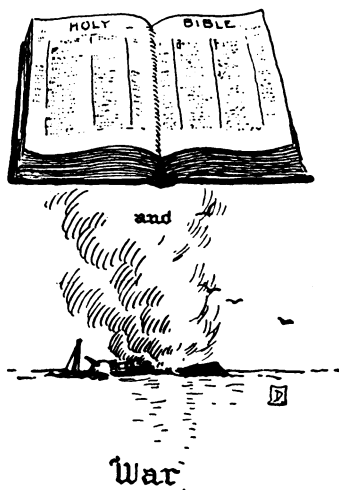
GEORGE DEWEY'S FIRST PUNISHMENT

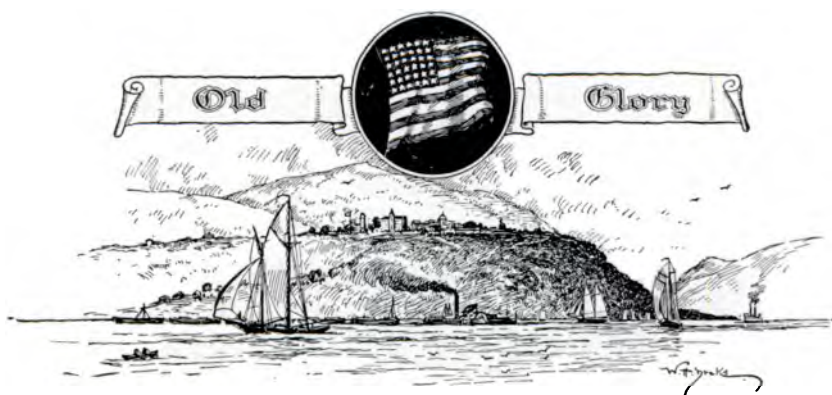
in their games or sports. Elsewhere in this work are told stories and anecdotes of his childhood and youth, all going to illustrate a character which the passage of years has but intensified and strengthened. As a child he played marbles, swapped knives with the other boys, played mumble-te-peg, jacks, four-old-cat, hide and seek, and all the other games known to Young America in that day and generation. But one thing was noticeable. His kite would fly a little the highest, he was a trifle the best shot at marbles, his hand a little steadier than the others at the game of jacks; and when some one was wanted to take the lead in anything, from playing truant to go nutting, to the running away from school to go in swimming, it was the future Admiral who was called upon to head the procession.

And so his life was spent till he was fourteen years of age, when he followed the dominie who had so soundly trounced him in the village school to a private school which he established about this time in a neighboring village. But George was not contented with the quiet life which his family had led, and yearned for something more exciting. It was this spirit which led him, one year later, to prevail upon his father to send him to the military academy since known as Norwich University, then located at Norwich, Vt., but which has since been moved to Northfield in the same State. Here he was prepared for West Point, but here, too, he acquired a liking for the naval branch of the government service, and, after much effort, succeeded in obtaining the permission of his father to enter the Naval Academy at

Annapolis. A schoolmate of his at Norwich named George Spaulding also wished to enter the Naval Academy, and it so happened that Spaulding secured the appointment to the vacancy then existing to the credit of the State of Vermont, while George Dewey was certified as alternate. But, as is often the case, the alternate entered the class, and George Spaulding became a preacher of the Gospel in Syracuse, N. Y., and is reported to have preached an eloquent discourse to an interested congregation, May 15, 1898, on the subject of his former schoolmate's great naval victory.

Peace



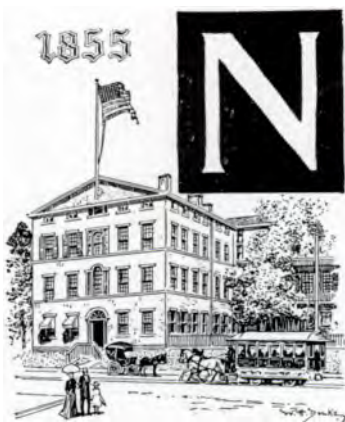


West Point and Hudson River.

CHAPTER IV

NORWICH UNIVERSITY

PREPARATORY SCHOOL OF THE ADMIRAL — A “NURSERY OF HEROES” — SKETCH OF ITS FOUNDER AND OF GEORGE DEWEY’S PRECEPTOR



The Old Navy Building. Washington.

NORWICH UNIVERSITY, of Northfield, Vt., sometimes called “the nursery of heroes,” which has always been poor and struggling, never having had a cent of endowment, was founded in 1819 by Captain Alden Partridge. He graduated from West Point in 1806, served there as professor of mathematics and of engineering, and in 1816–17 was in command of the academy. A man of arbitrary will and independent views, he became at odds with his superiors, and in 1818 resigned his commission. He then established at Norwich, Vt., his birthplace, the “American Literary, Scientific, and

Military Academy," which retained this name until 1834, when it was incorporated Norwich University. Its buildings at Norwich were destroyed by fire in 1866, and the university was removed to Northfield, Vt., on account of inducements offered by the citizens of the latter place. Captain Partridge was president of the institution until 1843, and was succeeded by Colonel Truman B. Ransom, who resigned his chair to command the Ninth (New England) Regiment in the War with Mexico. The latter fell at the head of his regiment in the assault on Chapultepec, his last words being, "Forward the Ninth!"

Of Norwich University it may be said, as Daniel Webster said of Dartmouth, "It is a small college, but there are those who love it," and its record in the country's military and naval annals is one of which its alumni may well be proud. General Sherman in paying a public tribute to one of its cadets spoke of "Norwich University, then, as since, a college of great renown," and said: "This military school at one time almost rivaled the National Military Academy at West Point, and there, many a man who afterwards became famous in the Mexican War and Civil War, drank in the inspiration of patriotism and learned the lessons of the art of war, which enabled him, out of unorganized masses of men, to make compact companies, regiments, and brigades of soldiers, to act as a single body in the great game of war." More than five hundred of the graduates and past cadets have served in the Army or Navy, and many have gained high rank or been conspicuous for gallant and meritorious services. A roll of



OLD NORWICH UNIVERSITY BUILDINGS

honor recently compiled includes the names of five hundred and twenty-one past cadets who have served the flag of their country, and shows that the university has furnished to the army six major-generals, eight brigadier-generals, two surgeon-generals, fourteen colonels and brevet brigadier-generals, thirty-five colonels, thirty-four lieutenant-colonels, twenty-four majors, ten majors and surgeons, seven captains and assistant surgeons, one hundred and fifty-five captains, sixty-eight first lieutenants, and twenty-three second lieutenants. To the Navy it has supplied one admiral, four rear-admirals, five commodores, three captains, one chaplain, three commanders, one lieutenant-commander, and eight lieutenants.

Admiral Dewey is the second cadet of Norwich University to command the Asiatic squadron, the first being Rear-Admiral Charles C. Carpenter, who was in charge of the squadron during the war between China and Japan. Still earlier a past-cadet attracted attention on the Pacific Ocean, this being Commodore Josiah Tattnall, first of the United States and then of the Confederate navy, who in 1857 aided the English vessels in their engagement with the Chinese at Pei-ho, and explained his act by the famous saying: "Blood is thicker than water." At its last commencement the university conferred the degree of Master of Military science upon Admiral Dewey, he being the first recipient of it in the last fifty years.

Among its representatives in the Navy, besides those already mentioned, have been Rear-Admirals Hiram Paulding and Charles S. Boggs, Pay-Director William



CAPTAIN ALDEN PARTRIDGE
Founder of Norwich University

B. Boggs, Captain George M. Colvocoresses, Commander George A. Converse, and Captain James H. Ward, who is said to have been the first naval officer killed in the Civil War, being shot on June 27, 1861, while sighting a gun, in the attack of his gunboat flotilla on Matthias Point. The list of past-cadets in the Army includes Brevet Major-General Thomas E. G. Ran-

som (son of Colonel Truman B. Ransom), who died while leading the Seventeenth Corps in the pursuit of Hood, and was ranked by both Grant and Sherman as among the ablest of their volunteer generals; Major-General Robert H. Milroy, who, after gallant service in the Mexican War, distinguished himself in the Civil War, and at Winchester, Va., in command of the Second Division, Eighth Corps, resisted nearly the whole of Lee's army for three days,

until his ammunition and provisions were exhausted, and then cut his way out by night; Major-General Grenville M. Dodge, who commanded the Sixteenth Corps in Sherman's Georgia campaign, and at Atlanta, where he was severely wounded, with eleven regiments withstood a whole army corps; Brigadier-General F. W. Lander, who died early in the Civil War, after brilliant services at Philippi, Rich Mountain, Blooming Gap, and elsewhere; Brevet Major-General Truman Seymour, who served with high credit in both the Mexican and Civil wars, and led a division in the Shenandoah Valley and the Richmond campaign; Brigadier-General Seth Williams, also a Mexican veteran, who was adjutant-general of the Army of the Potomac; and so many others who attained distinction that space forbids a continuance of the roll. Among the military representatives of Norwich in the war with Spain may be mentioned Brigadier-General E. B. Williston and Colonel Edmund Rice, of whom General Miles recently wrote that he "had the best regiment in the Army of the Potomac."

The present head of the university is a retired naval officer, Commander Allan D. Brown. The United States Government details an officer from the active list of the army for duty as professor of military science and tactics, and sends an inspecting officer to make a yearly examination of the discipline and drill. Small as the college is, and remote from large cities, associations of its alumni are maintained in Boston and New York. The officers of the New York Alumni Association are as follows: President, Grenville M. Dodge, '53; vice-presidents, Cyrus H.



EDWARD BOURNS

President of Norwich University,
1850-1865

Fay, '37; Clayton E. Rich, '63; William R. Mead, '64; William M. Rumbaugh, '76; secretary and treasurer, Robert L. Irish, '89.

From an excellent article by N. L. Sheldon in the *New England Magazine* for March 1899, we learn many most interesting facts about this justly celebrated educational institution, and we have drawn upon it for a portion of the remainder of this chapter.

In September 1850, Reverend Edward Bourns, LL.D., became president of the university. Doctor Bourns was born in Dublin, Ireland, and had secured his education at Trinity College, Dublin, having taken the degree of B.A. in 1833. He came to this country in 1837, and was for several years professor of ancient languages at Hobart College. He was a man of peace by profession, and better versed in canon law than in cannon balls. It may seem strange that a military college should have a clerical head, but it is well, perhaps, to maintain an equilibrium of forces. "There was plenty of latent fire among the cadets, and they were ready at any time to explode, like so many cans of nitroglycerine; but the cassock generally kept the mastery of the Cossack, and the science of war was peacefully pursued." Certain it is that the boys would have as soon thought of bearding a lion in his den as the doctor in his study.

One of his former pupils has recently said of him:—

Dr. Bourns was no ordinary man. The intrinsic force, native shrewdness, and genial kindness of his nature made him generally respected and admired. He was a man of learning and acumen. He was a voluminous, careful, and exhaustive reader, yet never at any time in his addresses, in conversation, or in discussion, did he betray the consequence of the pedant, or assume to be other than a sincere inquirer after truth. The doctor had never belonged to a military organization, but somehow he had acquired the swinging stride of the modern soldier, and in his best days at Norwich it was a pleasant and invigorating sight to see him take a constitutional across the parade. When standing erect, his height was six feet two inches, with a framework—a breadth of shoulder, a development of muscle, and massive limbs—in equal proportions. He endeared himself to the members of the corps of cadets by his eminent attainments, his kindly sympathy, his delicate and incisive wit. It has been truly said that no one ever entered the doctor's presence on the briefest errand who did not depart wiser than he came.

Associated with Doctor Bourns during this period was General Alonzo Jackman, LL.D., as professor of military science, mathematics, and civil engineering. General Jackman was born at Thetford, Vt., in 1809, graduated from Norwich University at its first commencement in 1836 with the degree of B. A., and spent most of his life in her service. He was for several years brigade drill-master of the New Hampshire militia. In 1859 he was commissioned colonel of the Second Vermont Infantry, and the same year became brigadier-general of the State troops. At the beginning of the war of the States, Governor Fairbanks offered him any position in his power to grant, but earnestly requested him in these words to remain with the university: "There is a duty, a very patriotic



GENERAL ALONZO JACKMAN
Instructor of George Dewey in
Military Science

duty for you to perform; that is to remain at the Military College and qualify young men for duty as officers; and thus you will do your State the best service." Like a true soldier he stayed where duty called him, inspected and got into readiness the old militia, organized new companies and regiments, and sent out cadet officers to drill companies in different parts of the State, as he was notified of their formation.

Regimental officers from different

States went to him for instruction at the university. To his skill and energy is due the efficient manner in which the Vermont troops were sent forward to the seat of war. Much honor is due him for the result of his work on behalf of the State of Vermont. His industry was untiring, and his clear, precise, thorough instructions to officers and men were of great value to them in service. He was a close student and every inch a soldier. His delight was in mathematics, in which he excelled, and he was thoroughly conversant with the natural sciences. He was thoroughly in earnest in whatever he undertook. "Gentlemen," he would say, "you see this dot in the centre of the circle? It begins to grow smaller—grows smaller—smaller—it vanishes!" One held his breath at "vanishes" on account of the tragical way in which he said it, with upturned face and flashing eye. Then came further explanation, wound up with this characteristic

expression: "I have now introduced you to the very poetry of mathematics."

The period from 1850 to 1860 was particularly productive of cadets who have since distinguished themselves in both war and peace. "The university domain of this time," says a member of the class of '54, "comprised the North and South Barracks, the former being for commons and indoor drill, literary exercises, and church services on Sundays; the latter, for barracks and attendant purposes. The Congregational Church was just across the common, in front of the North Barracks, and the northerly side of the square. The parade ground was in front, extending to the street, and the tall flag-staff, with topmast and cross-trees, stood on the western edge. The barracks were of brick, four stories, truncated roof, with passageways running the length of each floor. The president's room and headquarters were on this floor, also the library, with cabinets, etc. General Jackman's room was on the second passage, immediately over the entrance. The large recitation room was over this, and in it were read morning and evening prayers. The armory was the centre front of the fourth passage. Roll-calls were had in this second passage, the right resting on the north. The rooms were practically alike; numerous chimneys provided each pair of adjoining rooms with fireplaces, or later, with opportunity for stoves, the space between the chimney, passage, and outer wall being for closets,—thus offering one unbroken side to each apartment. These rooms were all whitewashed with a tint known by the cadets as 'brindle.' There were no bedsteads, mattresses,

or carpets. A wooden bunk, three feet wide, with slat bottom, held the blankets and recumbent cadet, and was turned up against the wall before morning inspection. Over the bunk was the gun rack, with wooden pegs, on which were suspended the musket and equipments. Over the front door, and between the centre window and that next to the south, were the cabalistic letters, scrawled in chalk, but somehow always kept fresh, however often they were erased:—

B. E. D.

&

E. M.

—the first letter having originally been P. and then R., and finally, in our day, B. This was understood by the initiated to mean, ‘Bourns (Partridge, Ransom) Expels Devils and Educates Men’; although the cynics sometimes reversed the translation so as to provide for the education of devils and the expulsion of men. The cadet uniform was the claw-hammer drill coat with three rows of cadet buttons, dark blue pants with two-inch black velvet stripe down the seam, ‘bell muzzle,’ high, blue cloth cap with gold band; for undress, the single-breasted frock, soft blue cap with velvet band and the letters N. U. in a gold wreath in front; white trousers were worn in summer. The old flint-lock, twelve-pound Springfield musket was used; the text-book was ‘Scott’s Infantry Tactics.’”

The strictest order did not always reign at Norwich Plain, nor was it always quiet on the Connecticut. From time immemorial, that is to say from the foundation of the university, a feud had raged between the cadets and

the students at Dartmouth, across the river. Many raids and encounters had taken place, in regard to which tradition had much to say.

The cadets were inferior in numbers to their classical antagonists, but they were filled with martial ardor and utterly unwilling to admit that the stylus is mightier than the sword. The prevailing opinion among them



A CADET-OFFICER'S ROOM AT NORWICH UNIVERSITY

seemed to be that Dartmouth must be destroyed. The discipline of the university prevented the attempt by any well-organized expedition to accomplish this favorite object, but it was not sufficient to restrain individual cadets from hostile incursions into the enemy's country. Bristling with daggers and revolvers, which they never had a serious thought of using, it is said that two or three together would cross the river at night, either by

bridge or boat, and parade the streets of Hanover, or penetrate even to "Tempe's pleasant vale," with a marked disregard of the dangers they incurred. Frequently they succeeded in provoking hostilities, and then they displayed the gallantry which afterward distinguished them upon larger fields. When greatly outnumbered, as they usually were, they would fall back to the river with a celerity to which Xenophon's famous retreat furnishes no parallel. If they discovered that the bridge was disputed they took to boats, or if these were not to be found, a flank movement up or down the river to a fording place was executed in a masterly manner, and the barracks gained some time before reveille. The casualties were always few, but the fun and glory were considerable. On one of those quiet escapades a cadet returned to the barracks with his coat very much "ripped-up-the-back." This was considered a sufficient *casus belli*, and an encounter followed on the Dartmouth side of the Connecticut, which tradition calls the "Battle of Torn Coats," wherein the cadets, although greatly outnumbered, gained a decisive victory.

For many years commencements were held in the old Congregational Church, but in 1853 difficulties between town and gown culminated. The faculty were of the Episcopal faith in an orthodox community, and the church was refused. In a delightful dell in the woods just back of the town a platform was erected, draped with flags, and flanked by the two shining cannons then just allotted the institution, and here a very pleasant commencement was held. But "a spirit of reprisal was

engendered among the cadets, evidenced by Frary's old white horse found by the sexton one Sunday morning in the main aisle of the church; by the village bier chained to the elm in front of Benjamin Burton's, with the deacon's effigy suspended above, and kindred pranks. A truce was called, amity succeeded, and thereafter the church was at our disposal."

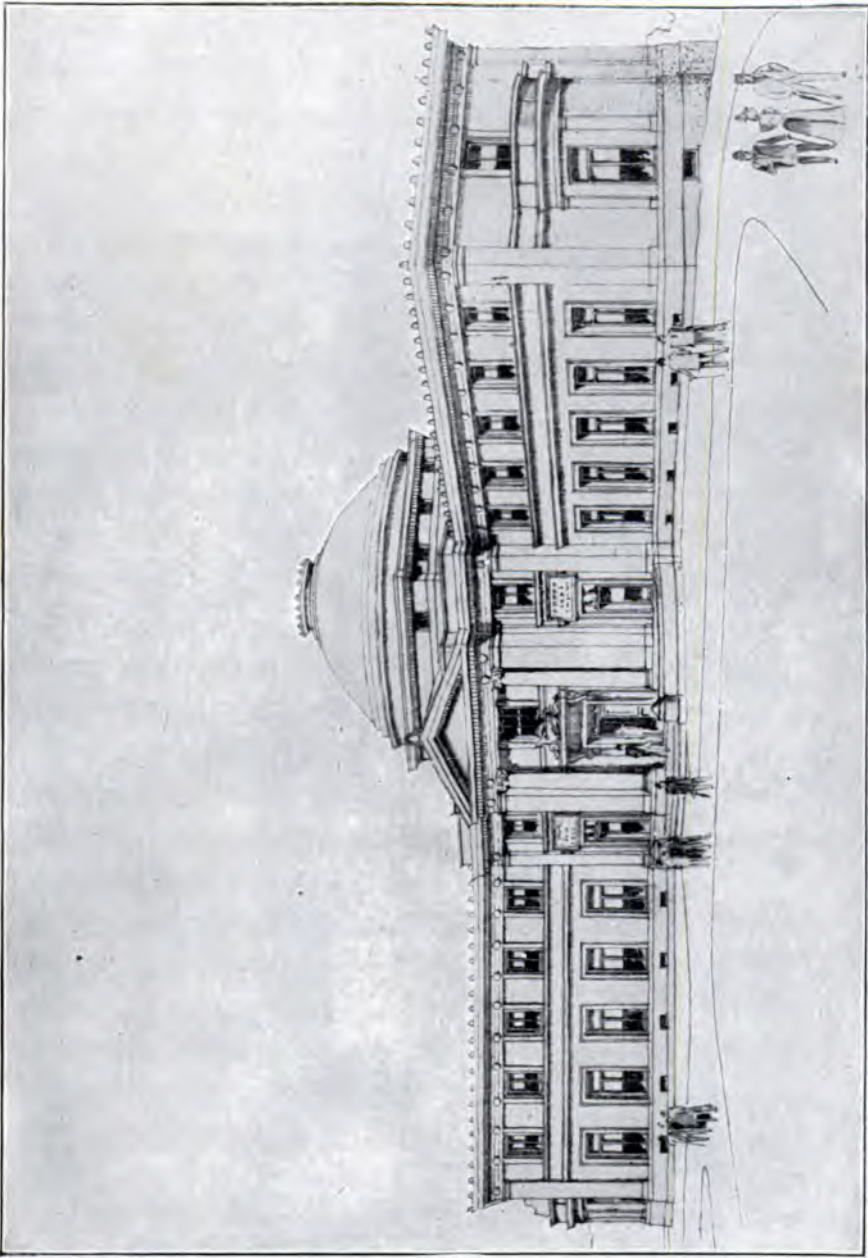
"A notable event of those days was the visit to Fort Ticonderoga. By rail to Winooski, just out of Burlington, marching up the hill, topping its crest to look down upon the city and beautiful Lake Champlain; forming around Ethan Allen's grave in the cemetery on the hill, and marching to quarters in town, the observed of all; the trip down the lake on the *Francis Saltus*, the occupancy of Ticonderoga, and our reception along the line were things to evoke pleasant memories after the lapse of many years. The formation was a battalion of four companies, with Major (afterwards General) Jackman in command. The same year we went, by invitation, to Claremont, N. H., on July 4, and gave an exhibition drill."

It was amid such surroundings, in the fifties, and under the principal instruction of Doctor Edward Bourns and General Alonzo Jackman, that a long list of heroic men, some of whom have served their country with distinction in two conflicts, drank in the first inspirations of war. A member of the class of '52 has recently remarked: "I believe, and the belief grows upon me, that no institution of New England at this time offered better opportunities for a complete education." The

cadet roster of those days contains many names which have since been written high up on the scroll of fame, seeming to bear out the truth of the above statement.

At this time, no chapter on Norwich University could even approach completeness, without some particular mention of Admiral Dewey's cadetship there. It was in the fall of 1851, after having received some special preparation at Johnson (Vermont) Academy, that George Dewey became a cadet at Norwich University, where he remained more than three years. His father was anxious to give his children the best educational advantages possible, and his attention was called to Norwich University as an institution giving a thorough mental and physical training. Soon after his son entered, Doctor Dewey became an active trustee. He was succeeded in 1868 by his son, the Honorable Charles Dewey, Admiral Dewey's eldest brother.

A member of the class of 1855 has recently said of young Dewey: "We have always called him 'Doc' Dewey. I suppose it was because his father was a physician. He was the first to drill me in squad drill after I entered the old South Barracks. He became proficient in drill and was captain of my company when we went to Burlington and Ticonderoga. He was as full of fun as an egg is full of meat, and he and 'Bill E——' were the most popular cadets. His room was a popular resort for us, when off duty. Doctor Dewey had no bad qualities. He was a manly fellow and fond of music. Many a time have we congregated in Dewey's room and sung 'Old South Barracks, Oh!' He was the 'pink of neat-



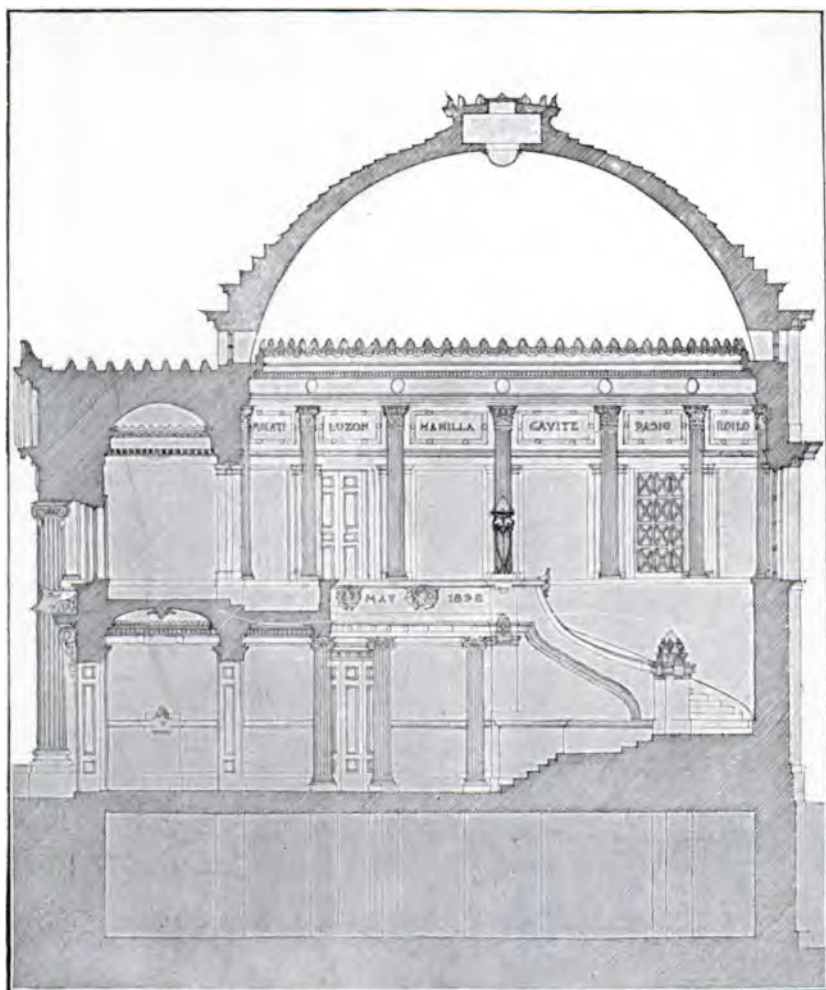
DEWEY HALL, NORWICH UNIVERSITY

ness' in his dress. His father, then an active trustee, frequently called at the barracks. He once asked me if George was studying, and if I thought he would graduate, and I was able to inform him that he would surely graduate. He took a conspicuous part in the 'Battle of Torn Coats.' We always felt safe when Doc. Dewey was with us. Well do I remember the day he was notified of his appointment at Annapolis, and our regret at his leaving us."

In the summer of 1853 the faculty succeeded in procuring from the State two 6-pound field pieces, with limbers, to replace the cumbrous and antiquated iron cannon in use at that time. The story of how they were taken from the railway station to the parade ground is told in Cadet K——'s diary as follows:—

Thursday, July 21, 1853. We have had an exciting time this afternoon. The new guns arrived by the morning train, and we took the old pieces down and drew the new ones to quarters. They are United States brass 6-pounders, fully equipped for service, and as they rest in position in front of the South Barracks, covered with their tarpaulins, present quite an imposing aspect. It was a tedious job removing them from the car. . . . Unloaded and limbered up, Ainsworth and Munson chose squads to draw them to the parade. I chanced to be in Ainsworth's squad. We lined up, the men at their places, with bricoles attached, and started quietly enough for the long, hard pull. Ainsworth's squad at this time conceived the idea of taking the lead, but as Munson's squad had the road ahead and we were at the side and in sandy gutters, it was doubtful how we were to do it. They started off with a fine spurt, getting a big lead; going up the hill where the road was broader we steadily gained until only the length of the trail in the rear; then we gathered and started on a run, passing and keeping the lead, with cheers and great glee. Climbing the hill we proceeded more slowly,

Munson quietly in the rear, on our way round the North Barracks and then through the usual gateway to position.



DEWEY HALL — SHOWING PART OF THE INTERIOR

As we entered the village, near the southeast corner of the parade, we noticed Munson's squad, apparently under the lead of Dewey, making for a short cut across the grounds, first breaking

down the fence for passage. Now our efforts were redoubled, and the boys of the other squad declare that they never saw fellows run as we ran, or expect to see a gun jump as that 6-pounder bounded along the main street and around the corner. But we led; round the North Barracks at double-quick went gun and gun squad, entered the barrack yard and placed the gun in position before the west front of the South Barracks, giving three cheers for No. 1, to the chagrin of No. 2, just approaching position. . . . It was a great race and pleased the faculty exceedingly. . . .

It is plainly to be seen that Dewey retains his old predilection for a straight cut without regard to obstacles, caring no more for Corregidor and the mines in the harbor of Manila than for the fence guarding the university parade, or the sacred turf of the inclosure, in the race for position with the guns at Norwich University in 1853.

Immediately after the battle of Manila, friends of Norwich University started a popular movement to raise funds with which to build an addition to that institution, to be called Dewey Hall. The State legislature was asked for an appropriation to further the project, and a letter was addressed to George Dewey, asking his approval of the enterprise. To this letter he replied as follows:—

MY DEAR SIR:—Replying to your letter of August 2 last, I have great pleasure in stating that in my opinion results have shown the excellent training young men have received at the Norwich University.

That the university is well worthy the fostering care of the State goes without saying, and I trust the legislature may see its way clear to vote some substantial assistance.

Nothing the State could now do for me would give me greater pleasure.

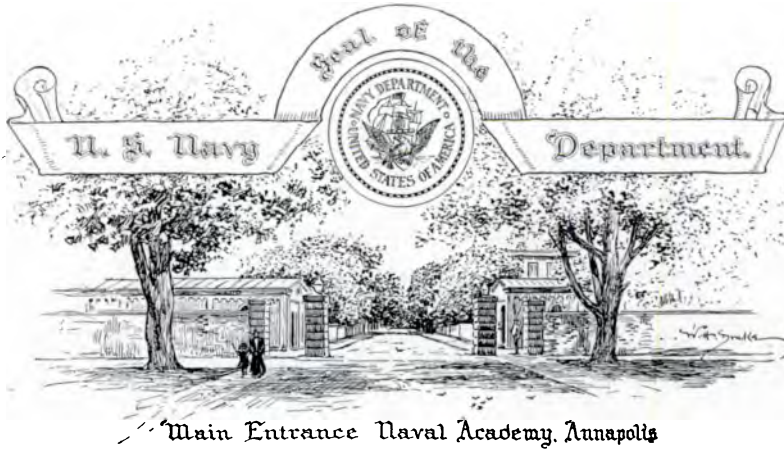
Very truly yours,

GEORGE DEWEY,

Rear-Admiral, U. S. N.

Ground was broken for Dewey Hall on the University campus on Dewey Day, May 1, 1899. Impressive ceremonies were held, in which members of the Admiral's family and many distinguished persons from the New England States participated. Captain Clark of the *Oregon*, himself a son of Vermont, was one of the speakers of the occasion.

Our illustration of the building is a copy of the elevation drawing of the architect. In style the building is to be a simple adaptation of the classic, the detail being Greek. Effect is sought by the careful proportioning of masses without elaborate ornamentation. Above the entrance door will be placed some symbol emblematic of the Navy, and on either side will be tablets for appropriate inscriptions. The predominating feature of the design is the central hall, which is open from floor to dome. Opposite the entrance door a grand staircase will lead to a gallery at the second floor level, from which access may be had to the surrounding rooms. Upon the walls there will be ample spaces for memorial tablets and framed historic documents. In the centre of this hall, in front of the staircase, and in view from the entrance, the wings, and the gallery, will be placed a statue of Admiral Dewey. Dewey Hall will be an imposing structure, and a fitting memorial to a worthy example of the University's graduates.



Main Entrance Naval Academy, Annapolis

CHAPTER V

THE NAVAL ACADEMY

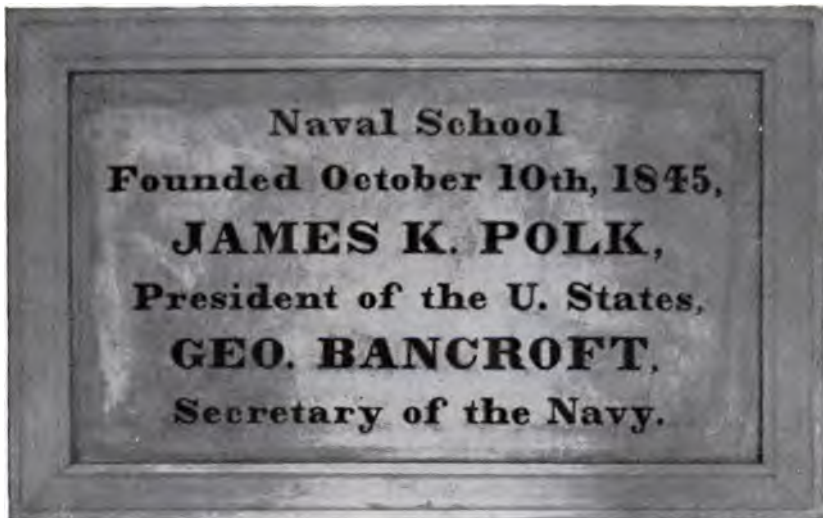
DEWEY AT ANNAPOLIS—CADET LIFE AND DISCIPLINE—A CRITICAL PERIOD IN THE NATION'S HISTORY



The State-House, Annapolis.

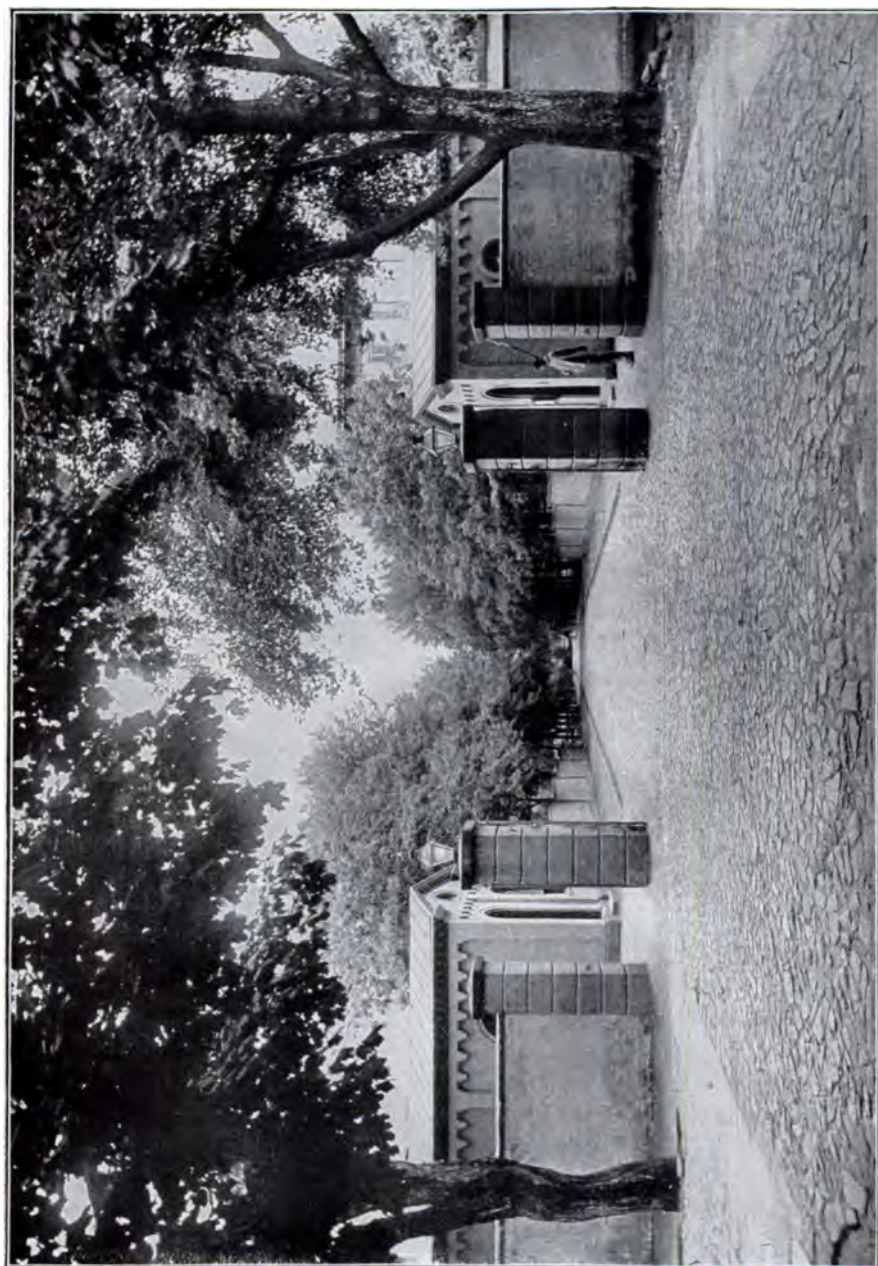
GEORGE DEWEY entered the Naval Academy in the freshman class of 1854, at the age of seventeen, and proved to be one of the very brightest students in the class. His preparation at Norwich University had been a thorough one, and he passed the entrance examination without trouble. But this examination is a hard one, and a lad less determined than the embryo hero of Manila would have failed to pass it. Every candidate must show his ability to write legibly and rapidly and to read correctly. He must be able to spell properly, and is required to prove his qualifications in this

respect by writing from dictation. In arithmetic proficiency is required in numbers, common and decimal fractions, ratio and proportion, the solution of problems based on the measurement of rectangular surfaces and solids, in square root and cube root, in percentage, interest, and discount. A thorough knowledge of arithmetic is required in every branch; for, having obtained admission to the Academy,



TABLET IN COMMEMORATION OF OCTOBER 10, 1845

the candidate finds that all his time will be required for higher mathematics. There is an examination in algebra of an elementary character, but the candidate must have its fundamental rules well grounded in his mind. In English grammar the candidate must be able to define the parts of speech and the rules bearing on them, at the same time showing conclusively that he comprehends and grasps the subject; he must also parse correctly. The series



MAIN ENTRANCE TO THE NAVAL ACADEMY

of questions he is required to answer cover orthography, etymology, and syntax thoroughly. In geography, the main questions are based on our own country, but the examination requires definitions which call for a complete and specific knowledge of the principles of geography, and the lad trying for admission cannot know too much about the United States. In history, the candidate will find that if he has not slighted his schoolbooks he will be at home in the examination. Of course he must be well acquainted with the history of his own country. He must know something about the colonial wars, causes of the Revolution, about the Navigation and Stamp Acts, writs of assistance, the names of battles and commanding officers, with results of battles, and leading events. He must be able to tell something about the Constitution of the United States; how it was formed and adopted, and name all the Presidents of the United States. All this and more is required of every candidate for admission to the Annapolis Naval Academy. The boy of whom we write passed the examination with credit to himself, and with many points to spare, and was admitted to the school as a fourth classman, and entered upon his duties.

In the first year of his cadetship at the academy we find George Dewey perfecting himself in history—Grecian, Roman, and European—and historical geography. Algebra and geometry were also among his first year's subjects, while he was drilled thoroughly in English grammar, the rules of punctuation, and the division of words into syllables. That he might become the better prepared for the second year's work, he was required

to take a course in French, and is said to have been an unusually apt pupil in the language.

The first year of a cadet's life at the academy is a trying one to most boys. The first thing one must get accustomed to is being looked down upon and treated with all sorts of rough usage from the higher-class men.



QUARTERS FOR THE SICK AT THE NAVAL ACADEMY

A "plebe" is often hazed out of the school discouraged. But that was not the case with the Green Mountain boy from Montpelier. Many boys squirm under the severe discipline of the academy; but by George Dewey it was accepted as a matter of course. It was nothing new for him to be called early in the morning, and the morning

inspection of quarters is said to have always found his room in a scrupulously neat condition; the mirror was as clean as soap, water, and the chamois skin could make it, while his student lamp and study table were not only



LIBRARY BUILDINGS, NAVAL ACADEMY, ANNAPOLIS

clean, but in a condition which plainly showed they were there for use rather than for ornament. In one corner of his room there was a shelf well filled with books, and when the future Admiral was not engaged in the study of his lessons, or busy in the recitation room or on the

common at drill, he could have been found in his room with a copy of some standard work by a well-known author open before him. Not that he was not fond of outdoor life and gymnasium exercise; both were required as a part of the regular routine of the school; but Dewey was known among the cadets as a man who was there for a purpose higher than the mere getting of a commission to enable him to wear a fine uniform and earn an easy livelihood in the service of the government. His was a loftier aim than that; he sought to excel in everything he undertook. George Dewey was at Annapolis for the purpose of acquiring a knowledge which would enable him to serve his country in time of peace, and defend it in time of war. That he might be prepared to perform that service well, he sought the special education which was afforded only at the Naval Academy. But he was there for work, and his associates all knew it. Obeying orders was one of his characteristics. This he learned at the academy, and the discipline and painstaking care with which every move was made and every shot fired in Manila Bay on that eventful Sunday of May 1, 1898, is but an evidence of the great value of that same rigid accounting to which every student is held who enters the academy at Annapolis, and which has given to the United States Navy the best-trained officers of any navy in the world.

The daily routine of cadet life at Annapolis accounts for every hour of time from 6:00 A. M. till 10:00 P. M., as follows: 6:00, morning gun and reveille; 6:45, roll call and prayers; 7:00, breakfast; 7:30, sick call; 7:56, call to



CLASS FORMATION AT THE NAVAL ACADEMY

studies; 8:26 to 12:45, recitations; 1:10 P. M., dinner; 2:00 to 3:50, recitations; 4:05, drill; 5:15, recall; 5:20, evening roll call and parade; 6:30, supper; 7:15, gymnasium; 7:30 to 8:00, evening studies; 9:30, gun fire and tattoo; 10:00, taps (lights out). This routine is subject to slight changes



SUPERINTENDENT'S RESIDENCE, NAVAL ACADEMY, ANNAPOLIS

during the different seasons of the year. On arising in the morning, the cadet makes his own bed and gets his room in order. He then forms with his classmates for breakfast, and the battalion formation is inspected by the officer in charge. A report of the previous day is read, and the chaplain reads a chapter from the Bible, which

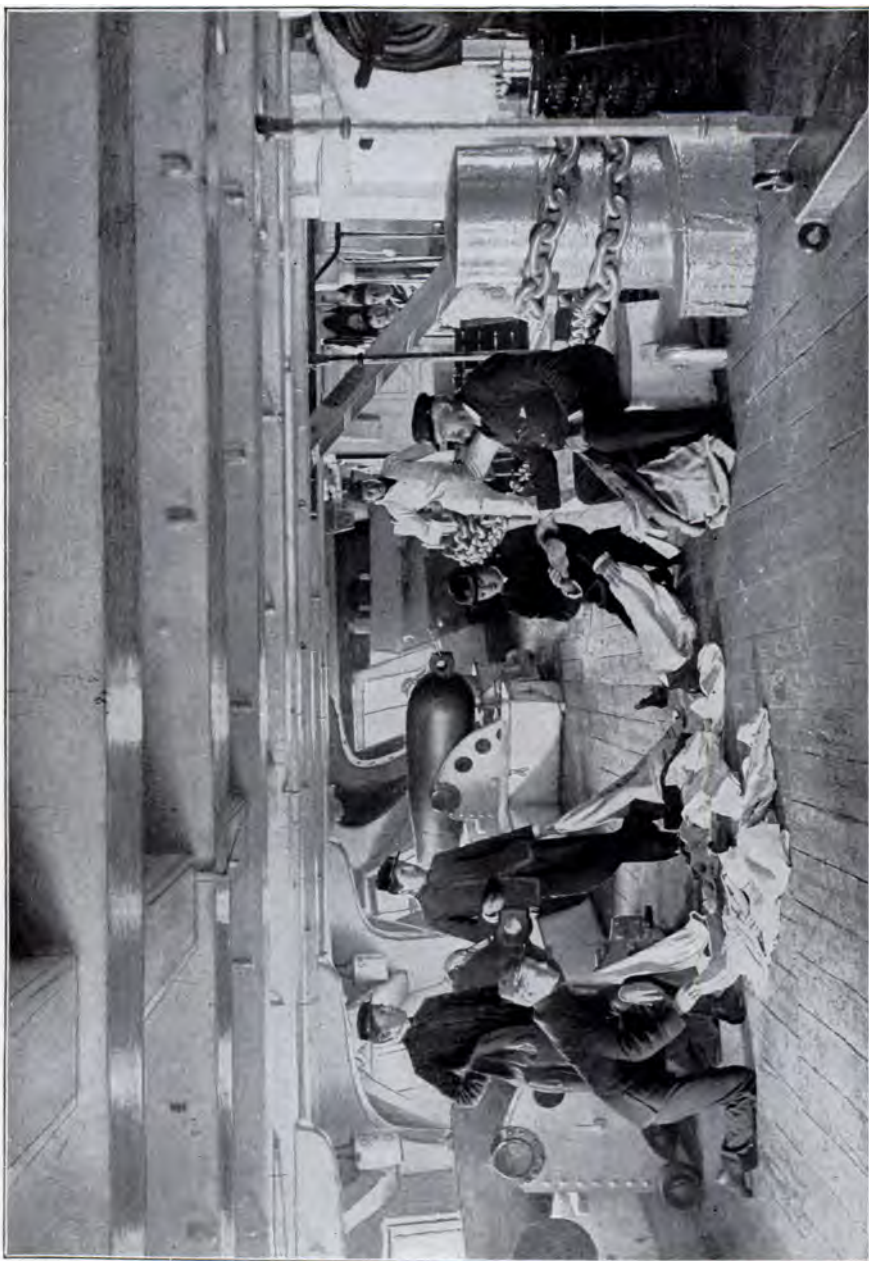
is followed by prayer. Two cadets of the first class are appointed daily to act as officers of the day, and when acting in that capacity they have no drills or recitations; they have other important duties to perform, however, and throughout the academy the rules of work and discipline



SEAMANSHIP ROOM AT THE NAVAL ACADEMY

are quite as severe as they are on shipboard during a cruise.

But it must not be thought that life at the academy is all work and restrictions, for that is not the case. A graduate of the school, himself a classmate of Admiral



DISTRIBUTING THE CONTENTS OF THE "LUCKY BAG" AMONG THE NAVAL CADETS

George Dewey, writing of Annapolis life, says: "There is liberty, and plenty of it. There is fun by the fathom. Some of it may be considered a part of the regular routine, but it is pleasure just the same; for what could be more enjoyable than a boat drill under sail out upon the broad waters of the Chesapeake? If the breeze be fresh, there is plenty of excitement in it, and rivalry is encouraged, and spurs on to perfection. Every cadet must know how to pull an oar and handle a small boat under sail. He must have occupied every place in a boat from that of bowman to coxswain huddled in his little box; and mighty clever oarsmen do these light, slender lads develop into, and the way they can jump a big twelve-oared cutter through the water is remarkable. But they have other sports which are enjoyed in common by every American schoolboy and collegian. The rowing clubs possess paper shells and picked crews that compete with rowing associations and colleges, and, while all the time for practice in football, baseball, and track athletics must be taken from their scanty recreation hours, the cadets from the Naval Academy have proven themselves worthy opponents of the larger universities. When George Dewey was at the academy there was an annual contest on the gridiron between teams from Annapolis and West Point, although he never himself participated except as a spectator; but Uncle Sam's managers stepped in, a few years ago, and stopped this sport, so far as the contest between the two schools was concerned, and thus spoiled as interesting a fight as one could wish to see. But it was probably better so."

Before the close of his first year in the academy, George Dewey had added to his curriculum the Spanish and German languages, both of which he found useful to him when dealing with the authorities in Manila Bay. His skill as a diplomat has often been commended; but it should be understood that during his four years at



LOVERS' LANE, NAVAL ACADEMY GROUNDS

Annapolis he was thoroughly schooled in constitutional law as a part of the regular course of study. During his second year he added to his list of studies such subjects as trigonometry, logic, themes, physics, and mechanical drawing; these, in addition to those undertaken on entrance to the academy. Later in this year he was also

required to take up chemistry, analytical geometry, and English literature; and as the years went by the course of study became more and more difficult. Physics, marine engines and boilers, differential calculus, integral calculus, astronomy, the science of mechanics and electricity, were added during the third year of the course. The fourth and last year included, in addition to all the others enumerated, classes in seamanship, naval construction, naval tactics, fleet organization, signaling in every code, squadron evolutions; ordnance instruction, the elastic strength of guns, effect of powder on guns, the manufacture of gunpowder, etc.; infantry tactics, gunnery, theory and practice of navigation, method of least squares, applied mechanics, gun carriages, ammunition, theory of the deviation of the compass, hydrographic surveying, international law, physiology and hygiene, machinery designing, heat and analytical chemistry. When this course of instruction is considered, it ceases to be a wonder that the man who could master it all, and graduate at the close of the course with the honors of his class, could enter the Bay of Manila and destroy a fleet of vessels before breakfast. And yet every graduate of the Annapolis Academy has passed through the same general course of study as did George Dewey, and there are doubtless many among the number who would have accomplished the same feat, in naval warfare, as did he, had the opportunity ever presented itself.

The one sin which the discipline of the Annapolis Academy would never overlook or condone was that of lying. The cadet who was inclined to falsehood rarely

ever remained in the Academy to the end of the course. And that is why the officers of the American Navy always look you in the eye when talking with you on any subject. They are themselves open and aboveboard with everything, and they expect you to be the same with them. It is the prevaricator who cannot look you in the eye when talking to you. This is true even



CUTTER PRACTICE, ANNAPOLIS

when he is telling the truth. It becomes second nature with him. But not so with a graduate of Annapolis. And this trait is a strong one with the Admiral of the Navy to-day. He detests a liar above all things.

George Dewey entered the Naval Academy at a critical period in the nation's history. It was during the years just preceding the War of the Rebellion, and there were



ARTILLERY DRILL, ANNAPOLIS NAVAL ACADEMY

many sons of Southern States in all the classes of the Academy. Animated slavery and anti-slavery discussions were of every-day occurrence on the Academy green, and the gallant son of the Green Mountain State could always be depended on to espouse the cause of freedom. And what was more, he was ever ready to defend his position with muscle, if necessary. He did not mind being called a "Yankee," for to him that was a



CADET DRILL ON BOARD SHIP, NAVAL ACADEMY

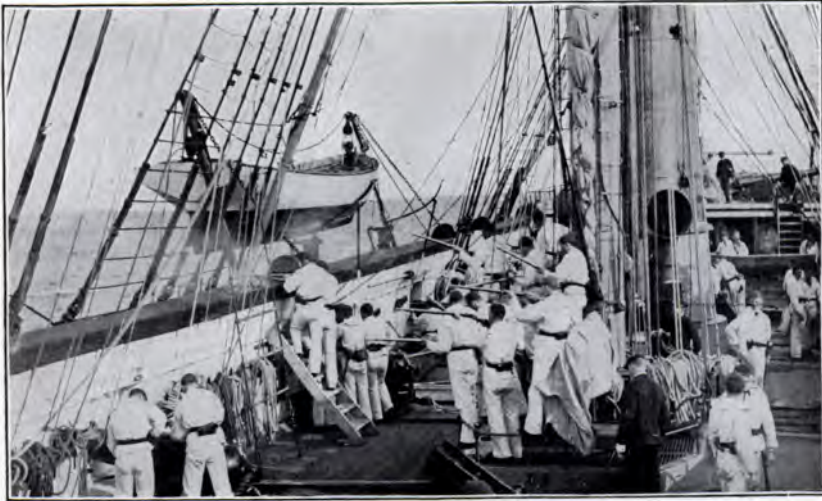
title rather to be proud of; and it was not a difficult task for him to find a name for his opponents quite as opprobrious as any they should apply to him. And it is said of him that, in such contests, he nearly always came out best. Young Dewey was not quarrelsome; but he knew when he was insulted, and was as ready to resent an insult then as he was afterward to carry out the President's order to find and destroy or capture the Spanish

fleet in the China Sea. He had rather study than fight; but he could do both equally well, as the Spanish admiral in the Philippine waters can testify. On one occasion, when the future Admiral had soundly thrashed a fellow-cadet who had assaulted him because he disagreed with him on some point or other, he was challenged to a duel with pistols. The challenge was promptly accepted, and we may be sure there would have been a vacancy in some class the next morning had not some fellow-student informed the officer of the day of the impending contest on the field of honor. And the vacancy would not have been in the Vermont contingent either.

An incident in George Dewey's life while a student at the Naval Academy illustrates very forcibly one trait in his character which is much admired by those with whom he is familiar. Even as a child, he would fight in a moment in defense of the good name or reputation of any woman or girl whom he heard maligned or referred to in a slighting or insulting manner. His associates in childhood remark this in speaking of his life in Montpelier. But it is to a particular instance of this character that we wish to refer.

The time was during Dewey's thirty days' vacation the year before he graduated from the Academy. The future Admiral's sister was at that time a student at St. Mary's Hall, Burlington, New Jersey. He paid her a short visit on his way through to their home in Vermont, and invited her to accompany him to New York for an evening at the theatre. On the train from Burlington to

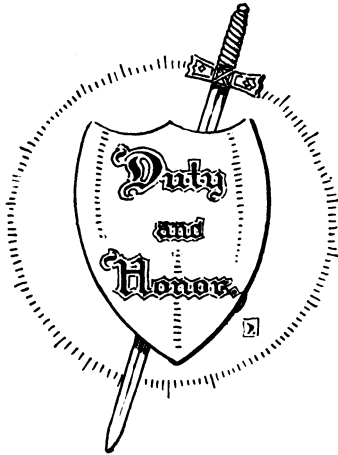
the city were a number of other young ladies from the same school, but none of them were acquainted with or in the company of the fine-appearing naval cadet. The train also carried a number of young men of the rowdy type, who felt that it was quite the thing to make remarks about or to the young ladies who apparently were without an escort. Dewey's blood boiled with indignation. He told his sister that he felt like thrashing half a

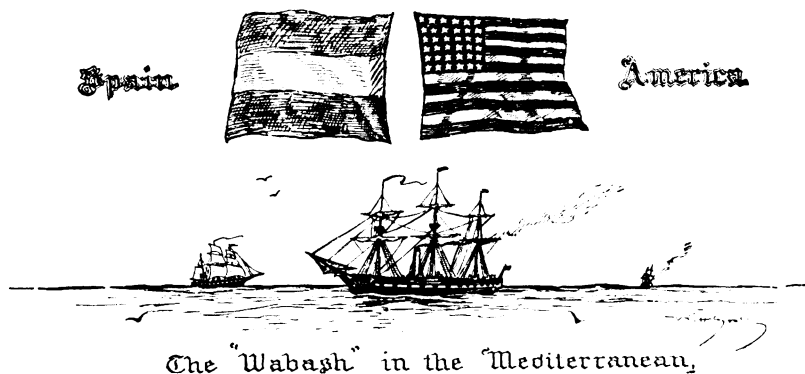


NAVAL CADETS REPELLING BOARDERS

dozen or more of the rowdies, and it was with difficulty that he was restrained from attempting to do so. The remarks became more frequent and more insulting in their character, until at last the young chevalier could stand it no longer. Turning on the foremost among the rowdy element he gave him to understand that if he heard another word, or saw another move, of a character to give offense in the slightest degree, he would soundly thrash

the whole lot of them. His act was applauded by the large number of passengers in the car, and the young ladies whom he had so unexpectedly and so gallantly defended were most profuse with their thanks and protestations of obligation to him for the service rendered. But to George Dewey it was merely the duty of a passing moment in his life, and he could not understand why his conduct should be especially commended. To him, no gentleman could have done less without censure; then why should he receive commendation for simply doing his duty? Would that there were more such defenders of the virtue of womanhood among the young men of to-day! For sure it is that, in all the world, woman has no stronger friend than the gallant Annapolis cadet of 1856,—the Admiral of to-day.





CHAPTER VI

IN THE MEDITERRANEAN

DEWEY'S INITIAL CRUISE—TRAINING AND DISCIPLINE ABOARD
THE WABASH—FIRST MEETING WITH A SPANISH VESSEL—
DEWEY SHOWED HIS COLORS



Midshipman Dewey at sea.

GEORGE DEWEY graduated from the Naval Academy in May, 1858. The class of '54 contained some sixty members, but only fourteen men finished the course and graduated. Dewey was not at the head of this class, but was near enough to the head of the line to speak volumes for his devotion to his studies while in school. He was fifth on that list of graduates, which numbered among its members several other men who have made their marks in the history of the United States Navy, though it remained for George Dewey to eclipse all who had preceded him on the honor roll of the American naval register.

Journal of a Cruise in the
U. S. Steam Frigate "Albatross".
During the Stay of Flag Officer E. A. F. Sanborn
Capt. Louis Ransom.
July 13th 1858. Commanding.

Geo. Dewey.
Major.

DIVISION.	MONDAY.	TUESDAY.	WEDNESDAY.	THURSDAY.	FRIDAY.	SATURDAY.
First Division	General Quarters.	Rifles.	Great Guns.	Fire Station.	Single Sticks.	Mending Day.
Second Division	General Quarters.	Great Guns.	Rifles.	Fire Station.	Single Sticks.	Mending Day.
Third Division	General Quarters.	Rifles.	Single Sticks.	Fire Station.	Great Guns.	Mending Day.
Fourth Division	General Quarters.	Great Guns.	Single Sticks.	Fire Station.	Sharpe's Rifles.	Mending Day.
Fifth Division	General Quarters.	Single Sticks.	Rifles.	Fire Station.	Great Guns.	Mending Day.
Sixth Division	General Quarters.	Carbines.	Single Sticks.	Fire Station.	Carbines.	Mending Day.
Seventh Division	General Quarters.	Carbines.		Fire Station.	Single Sticks.	Mending Day.
Marines	General Quarters.	Company Drill.	Great Guns.	Fire Station.	Company Drill.	Mending Day.

Howitzers Thursdays after Fire Stations.
TABULATED STATEMENT OF THE DAILY DIVISIONAL ROUTINE, FROM GEORGE DEWEY'S LOG BOOK

After a short vacation at his home in Montpelier, Vt., the young midshipman was ordered to duty on the United States steam frigate *Wabash* for his initial cruise upon the high seas. Dewey's log book shows that the *Wabash* bore the flag of Flag-Officer E. A. F. Lavalette, Captain Samuel Barron being the commander.

As usual in all such cases, the log book of the *Wabash* opens with a tabulated statement of divisional routine for each working day of the week (see page 127).

*At sea Saturday July 24th 1858.
Weather as per obs. Sea smooth. Clouds some
and wind. At daylight slacked the fores
and main sail to 1/2, gallant sails and
flying jib. Passed several small sail
to leeward; showed one color to a Spanish
Bark and spoke the English Brig Hawk
of Halifax from Portugal bound to New York.
At 9.40 turned the propeller up. At 10
struck by a squall. carried away the
flying jib boom and part fore topmast
struckling sail from the yard. In the
afternoon let foremast streamers, got out fly-
ing jib boom and bent flying jib. Ther.
30.10. Ther. 84°.*

EXTRACT IN FAC-SIMILE FROM GEORGE DEWEY'S LOG BOOK

Midshipman Dewey reported for duty at Key West, Fla., Monday, July 12, 1858. The *Wabash* remained in that harbor until noon of the twenty-second of that month, when she sailed for the Mediterranean. Nothing unusual seems to have occurred to disturb the cus-



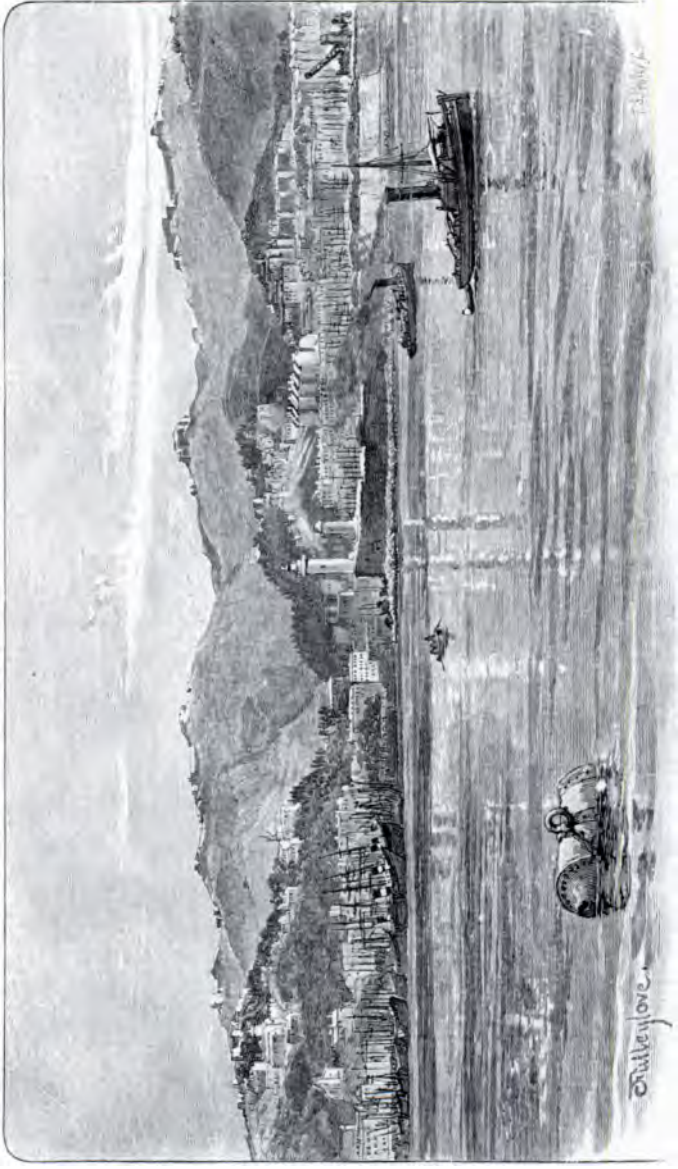
THE OLD HARBOR, MARSEILLES

tomary routine during that first twelve-days' cruise of Dewey's life as a midshipman in the Navy, except that one of his associates is recorded in the log book as having been "discharged and landed with his effects upon the beach, for gross indecency." The record of that voyage to the Mediterranean is replete with all the daily routine of the ship's line and contains many instances of more than passing interest even at this late day, more than forty years after their occurrence.

Under date of Saturday, July 24, Dewey records having "passed several small sails to leeward; showed our colors to a Spanish bark and spoke the English brig *Fawn*, of Halifax, from Tortugas, bound for New York." This was the first time George Dewey showed his colors to the Spaniards, the last time probably having made a more lasting impression. He also records on the same date that the *Wabash* was "struck by a squall which carried away the flying jib boom and port foretop mast studding sail from the yard." Nothing more unusual seems to have occurred until August 17, when "at 3 A. M., let go the starboard anchor in the harbor of Gibraltar, in nineteen fathoms of water. At four the 'Health Officer' came alongside to receive our report of health, etc., put the ship in quarantine, and forbade our communicating with any vessel whatever. Could not, therefore, send the cutter to the brig's assistance. American consul came alongside. At eight, hoisted the English flag to the fore and saluted it with twenty-one guns, which was returned on shore. Received offers of attention from English naval authorities. Saluted the

Hours	N.	E.	Courses	Points	Time
1	7	4	N 1/2 W	W A W	3
2	8		" "	"	3
3	7	4	"	"	3
4	8	4	"	"	4
5	9	4	"	West	
6	10	4	"	"	4
7	11		"	"	
8	11		"	"	5-
9	10		"	W by N	8
10	8	4	"	"	5
11	10	4	"	"	6
12	10	4	N 1/4 E	West	6
1	5-		N 1/2 W	"	4
2	5-		N by E 1/2 E	"	4
3	10	1	"	"	4
4	9	4	"	"	4
5	9	4	"	"	4
6	9	4	"	"	6
7	10		"	"	6
8	9		"	N A W	5-
9	8	4	"	"	5-
10	5-	4	N E by N	"	3
11	6	4	"	"	3
12	7		"	"	4
	8		"	"	4

EXTRACT IN FAC-SIMILE FROM GEORGE DEWEY'S LOG BOOK



THE HARBOR, GENOA

United States consul with nine guns. An Egyptian steamer passed under our stern and saluted with three



LANDING AT GIBRALTAR

guns and an American flag at the fore. Returned it with music and colors. Engaged in watering and coaling ship."

The *Wabash* remained in the harbor of Gibraltar for three days, when, having secured needed supplies, she

started once more upon her journey. The record, from time to time, shows nothing more unusual than the passing of vessels and showing of colors to them, and taking observations of their colors in return, all of which Dewey



CARAVAN BRIDGE OVER THE MELOS, SMYRNA

rare instances when at sea, being "inspected the crew at quarters: at 10:30 performed divine service."

The *Wabash* did not remain many days at her anchorage, but weighed anchor and put out to sea again September 1, and two days later dropped it again in the harbor of Genoa, where they remained for one week. While here, Dewey records briefly many interesting occurrences, not forgetting to mention the customary salutations between the United States and other nations, which were many and of daily occurrence.

September 4 was spent by the ship's crew in painting the vessel outside. While this was being done the flag officer is recorded as having paid an official visit to the authorities on shore. On this day, also, the *Wabash* was honored by a visit from the Sardinian admiral, who, when he left the vessel, received a salute of thirteen guns and display of the Sardinian flag at the fore, which courtesy was returned by the fort on shore with the same number of guns. While the *Wabash* was in this harbor, the American consul at Genoa died and was buried, and all officers not on duty, together with sixty men under charge of Lieutenant Wood, attended the funeral of that official, September 15, 1858. The deceased officer's name, however, does not appear in the record.

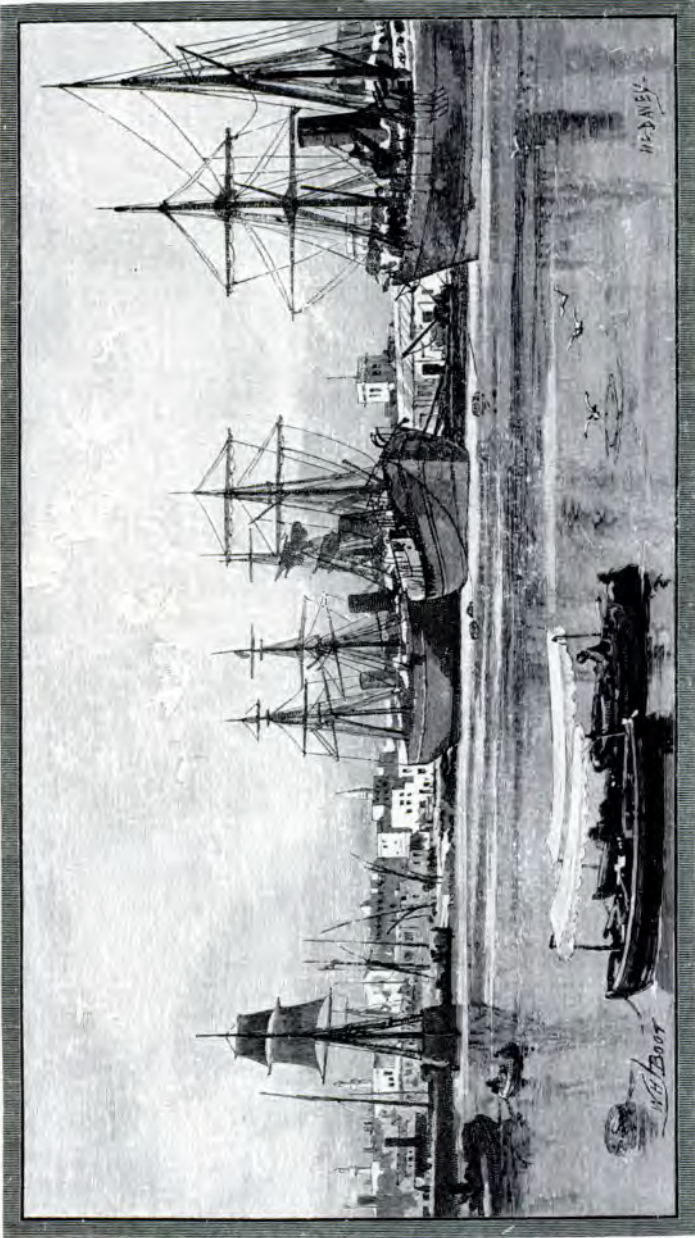
September 17 seems to have been a day of more than ordinary importance on board the *Wabash*. An exchange of salutations between that vessel and the United States sloop-of-war *Macedonian*, and another between the same vessel and a Sardinian man-of-war lying in the harbor, are mentioned among the extraordinary occurrences

of the day. Leaving the harbor of Genoa a day or two later, the *Wabash* next dropped her anchor off Messina and sent boats on shore to communicate with the American consul. While this was being done, salutations were exchanged with the fort on shore, the American vessel showing the Sicilian flag at the fore.



APPROACH TO JAFFA, SYRIA

The next flag to receive the honor of special recognition by the American frigate seems to have been that of Turkey, which was saluted with twenty-one guns on the night of September 26, off the isle of Milo. This being a dangerous coast, signals were fired indicating that a pilot was wanted; but no pilot came until after Lieutenant Corbin had been sent ashore to find one. Twenty-four hours later, the *Wabash* again anchored in the bay of Smyrna, where she remained until October 9. During



ALEXANDRIA—THE WESTERN HARBOR

Harbor of Guam. Sept. 18th. 1899.
 Jack, began from the W.D.R. and separately with Rear and had seen
 the first pick the distance to an extent of the flag Officer of the 17th
 and to Capt. Hannon, checking that the C. Rodgers and such other
 persons as were on shore for the evening of the process in the
 streets of Linares which, led to the death of the man by the name
 of Collins to his tent in shore to the usual landing by boat
 found him in the morning of the 19th for the purpose of identifying
 the man or cases who were engaged as participants in the Portland
 strike; but this man, on inspection, was proved again, four
 first class persons, one second class person and fourteen Callanans,
 (Rodgers being included) in charge of Engineers Hiddle and English - but
 shortly the crew at quarters. 22 H. Co 2. M. per found. "Dinner Service"
 At 1 P.M. all the men sent in shore, returned excepting the C. Rodgers
 (first class person) who was detained by the Linares authorities;
 Hannon then identified as one of the men engaged in the afternoon
 strike. Nov. 29. 1899 then 67.

her stay at this port, Dewey had an opportunity to witness some of the social life with which he has since become so very familiar. The official etiquette of the Navy demands a rigid adherence to the customs requiring the official exchange of courtesies between our Navy officers and those of other nations with whom they may come in contact, and while our young midshipman records a faithful discharge of routine duties, he shows that there was also time for social functions. Visits were made to the *Wabash* by the admiral of the French navy, and by officers of a lesser rank from other nationalities.

While in the harbor of Constantinople, two days later, the *Wabash* was honored with a visit from the United States minister to Turkey. Here, Flag-Officer Lavalette was specially invited to an audience with the Sultan. He appears, also, to have exchanged the customary courtesies with naval officers of other nations whose vessels were at that time in the harbor with him.

October 19, 1858, appears to have been a red-letter day on board the *Wabash*. "At 10 A. M., the Turkish Minister of War, Minister of Marine, and Rear-Admiral, together with the Sultan's guard, came on board. At 11:25, manned the yards and hoisted the Turkish flag at the fore. At 11:30, the Sultan of Turkey came on board. Received him with military honors; hoisted the imperial standard at the main and fore, with salute of twenty-one guns, which was returned by the Turkish 120-gun ship. Ran into by an English bark, carrying away some of her awning stanchions. Sent boats to her assistance and towed her clear. At 12:15, manned the yards; the Sultan



VILLA DORIA AND GARDENS, GENOA

and suite left the ship; fired twenty-one guns; manned the rigging; gave three cheers, and hauled down the Turkish flags. The Turkish admiral returned the salute with the same number of guns. At sunset, the Turkish fleet and batteries fired a salute in memory of the eve of the anniversary of the birthday of Mahomet; and as a token of respect to the Turkish government we hoisted our colors with the Turkish flag at the fore, and saluted with twenty-one guns. At nightfall, the fleet and minarets were illuminated. At 6:30, the fleet and batteries fired another salute. At 8:00, sent off three rockets and burned blue lights at the yardarm."

Having thus performed the social and official duties which devolved upon him, as a representative of the American government, Flag-Officer Lavalette the next day set sail for the harbor of Beyrout, where the vessel remained for several days. During the stay in this port, midshipman George Dewey records that "at 11 A. M. a summary court-martial convened for the trial of Thomas Carey. At 3 P. M., called all hands to witness punishment, and read sentence, which was 'solitary confinement in double irons on diminished rations for thirty days, and to be deprived of three months' pay.' The execution of the sentence was immediately commenced."

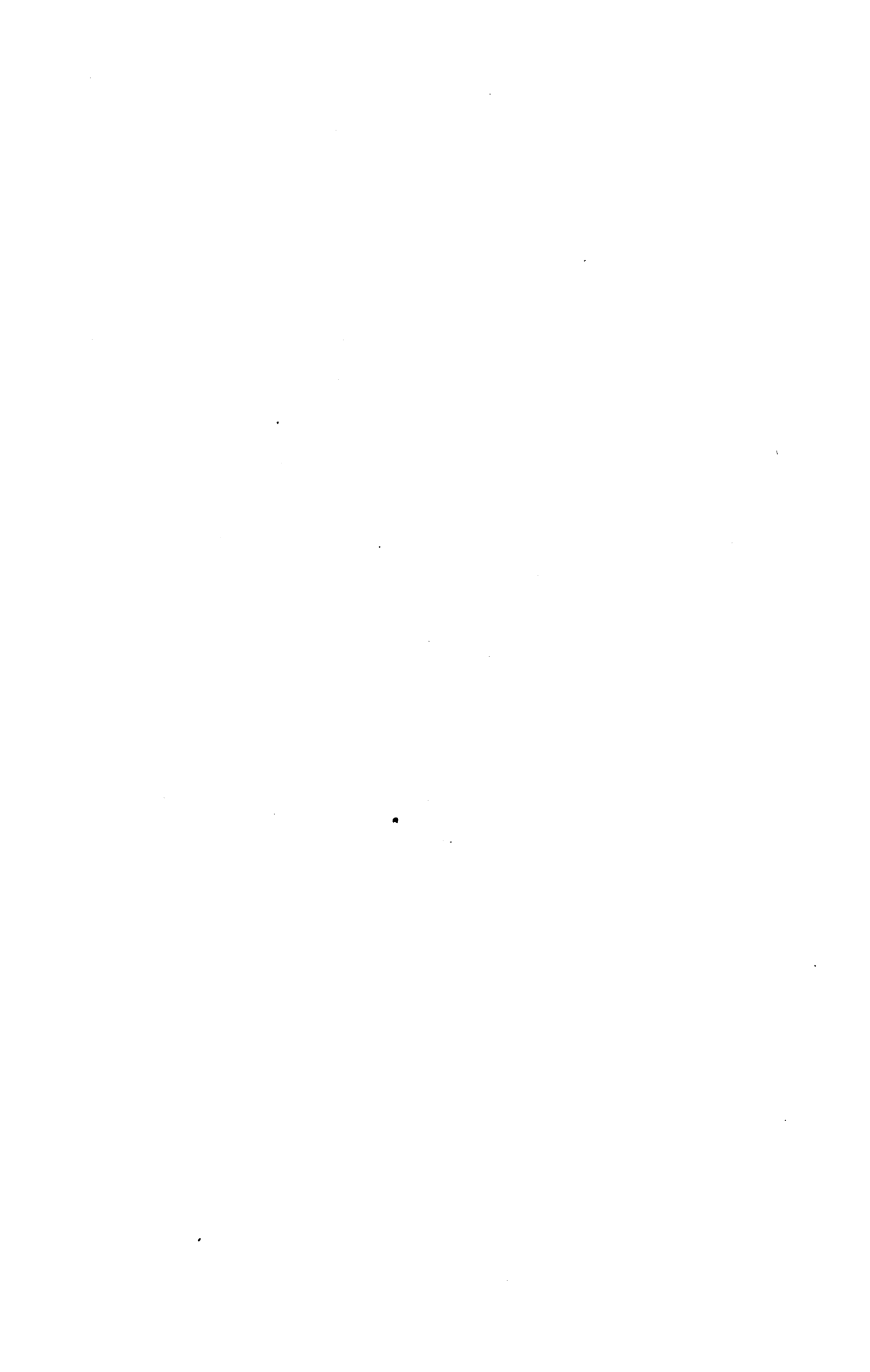
We next find the future Admiral at anchor in the bay of Jaffa, where the vessel was visited officially by the governor and civil authorities of that ancient and historic city. It was while at this port that George Dewey sent home to his aged grandsire an olive-wood cane cut by him. This the old gentleman prized and carried to the

day of his death, which occurred a few years later, in Vermont. Writing at the harbor of Alexandria, November 13, 1858, Dewey's log contains the record that "at 7:30, sent a boat on board an Austrian bark lying too near us, to change her berth, and while heaving in, the wind hauled fore a few points and swung her afoul of us, slightly damaging our starboard quarter. Moored ship with twenty fathoms on port, and twenty-five fathoms on starboard cable. At 9:00, hoisted out the second cutter and second launch. At 10:00 sent boats to the assistance of the Austrian vessel lying under our stern, slipped her chain, and warped her to another part of the harbor. At 2 P. M., sent to the Austrian ship her anchor and chain, in charge of the boatswain, with the second launch and extra men, with instructions to report all the damage that she had sustained in her rigging by collision with this ship. Sent carpenter on board to examine what injury she had sustained in his department. He returned reporting a trifling injury in her bowsprit cap." Two days later, this incident is closed with the statement that the *Wabash* "sent on board the Austrian bark stores from the boatswain's and sailmaker's departments to make good the damage done her when in contact with us on the morning of the 13th instant." On the same day it is reported that "the Twenty-Eighth Regiment of English troops disembarked from the troop ship *Perseverance*, and cheered our ship as they passed."

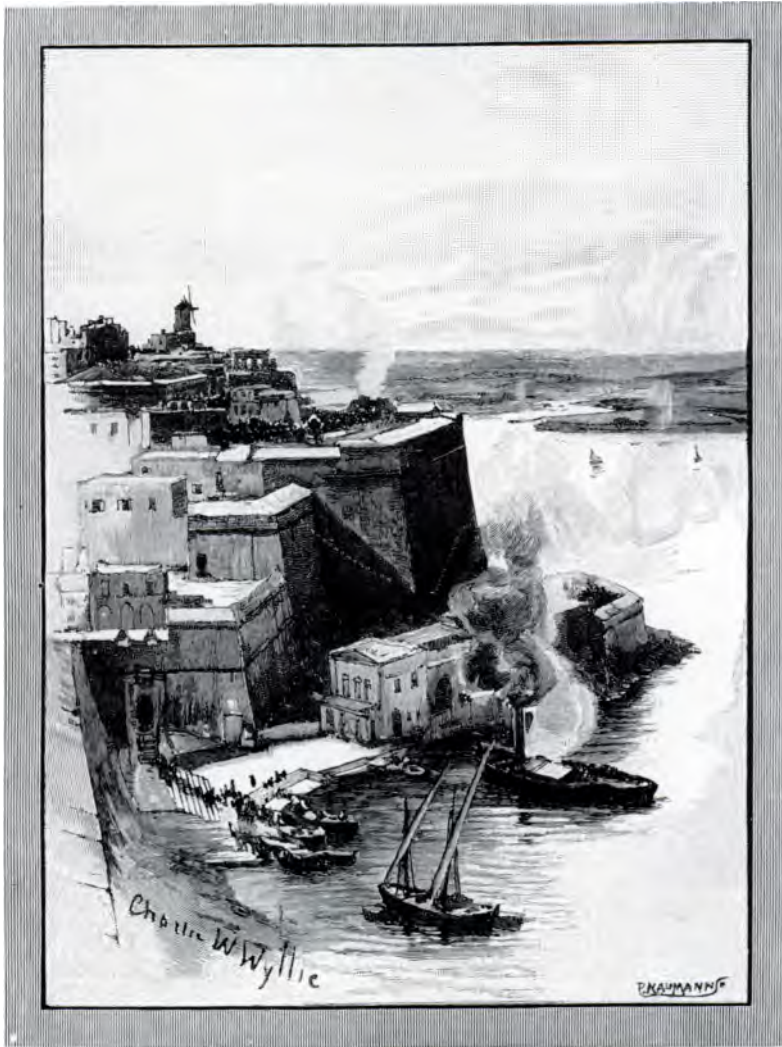
From Alexandria the *Wabash* sailed for the harbor of Valetta. Here Dewey had an opportunity of participating in a salutation to the Vice-Admiral of the British



TORRE DELL' ANNUNZIATA, NAPLES



navy, an honor which to him doubtless, at that time, was deemed a special privilege, but which was as noth-



VALETTA, MALTA—QUARANTINE HARBOR

ing compared with the honors which would be accorded to himself were he now to visit the English

ports or come in contact with British navy officers anywhere else.

Leaving Valetta, the *Wabash* headed once again for Genoa, stopping at Spezia and reaching Genoa, December 10, 1858. That day is long to be remembered by our gallant young midshipman. On the first of these days, the Russian consul-general came on board the *Wabash* and announced that the Grand Duke Constantine of Russia intended visiting that ship. "At 4:15 P. M., a Russian squadron entered the harbor, the flagship flying an admiral's ensign at the main. The customary exchange of salutations took place, and Dewey and his associates made ready to receive his Royal Highness on the following day. A careful inspection of crew at quarters, with attention to every detail of that preparation, is minutely recorded in the journal of that date. The Grand Duke was received with military honors at high noon, while the mast of the *Wabash* displayed the Russian flag at the fore. After the withdrawal of their distinguished guests, the crew of the American frigate hauled down the Russian flag and saluted the Grand Duke's squadron as his vessels got under way and stood out of the harbor."

And thus was ended the first six months of George Dewey's experience as a graduated midshipman in the United States Navy.

The first two weeks of the new year, 1859, found the *Wabash* with her precious crew of patriotic humanity still within the harbor of Genoa. Nothing unusual seems to have occurred until January 27, when two French steam line-of-battle ships and a frigate came



ARCO DI RICCARDO, TRIESTE

into the harbor and anchored near the American vessel. An exchange of international courtesies is recorded as



A STREET IN AMALFI, NEAR NAPLES

having taken place, and the admiral of the French navy made an official visit to Flag-Officer Lavalette. Three days later, the American vessel fired a salute of twenty-

one guns in honor of the marriage of Prince Napoleon of France to the daughter of the King of Sardinia. The day following, Victor Emmanuel, King of Sardinia, visited the French flagship, and was saluted by all the French and Sardinian vessels in the harbor, as well as by the *Wabash*. On the evening of the day following, still another salute of twenty-one guns was given by the *Wabash*, with the French flag to the fore, and the Sardinian flag at the main. This salute was in honor of Prince Napoleon and his suite, who on board the royal French yacht, *Reine Hortense*, sailed out of the harbor, accompanied by the entire French squadron.

The older residents of the United States are reminded by an entry in George Dewey's log book, while at Genoa, February 6, 1859, of the death of Brevet Brigadier-General Henderson, who died at Washington, D. C., January 6, of the same year. On February 7 a salute of thirteen guns was fired, with the flag at half mast, in honor of the memory of that distinguished officer of the marine corps.

Washington's birthday was duly celebrated by a display of flags and a salute of twenty-one guns. A Sardinian man-of-war anchored near by joined the Americans in the ceremony, and thus did the friendship already sprung up between the United States and the government of Sardinia become materially strengthened. This celebration took place in the harbor of Spezia, where the *Wabash* seems to have remained at anchor until the 5th of the following month.

The next port at which the *Wabash* cast her anchor appears to have been Leghorn, where Flag-Officer Lava-



CIVITA VECCHIA, PORT OF ROME

Harbor of Ensen January 20th 1859
Light outside and came. At 8 A.M. at Newland. 20 sunset
first a salute of 21 guns in honor of the marriage of Prince Napoleon
of France to the daughter of the King of Sardinia. I defied the
war of quarters by Rivisani. 13th Jan. 29th 98

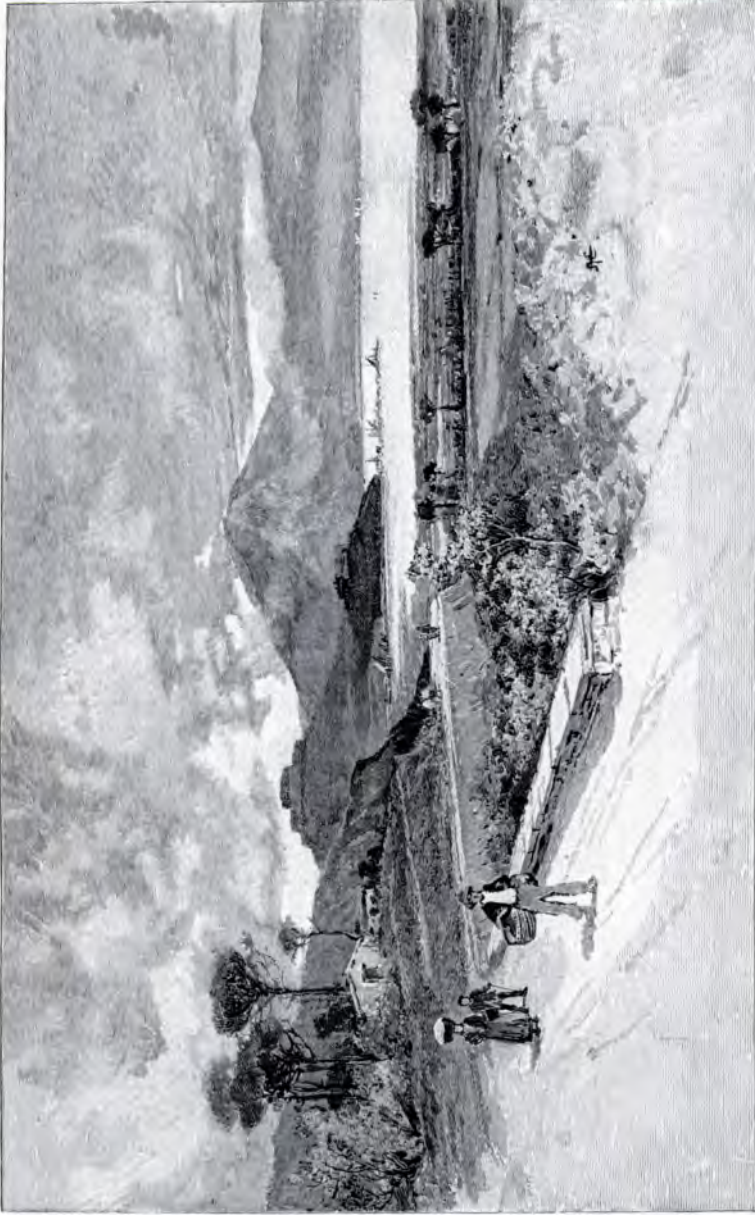
Harbor of Ensen January 21st 1859
Jaws first light better first fresh breeze from the Grand E and coming
At 9 AM hoisted the Sardinian flag at the main and the French flag at the
bow. 22 Jan 29th 80. At 9.20 of the Holy Emmanuel, King of Sardinia
outside the French flag ship. She was saluted by all the French
and Sardinian vessels in port.

Harbor of Ensen Feb. 15th 1859
First port fresh breeze from the S. latter part moderate winds from the
N. E. first occasional rain. A Sardinian Reg. G. has saluted the flag
officers with 19 guns, which are returned gun for gun. First a salute
of 21 guns with the French flag at the bow and the Sardinian flag at
the main. The Royal French ships then returned having on board Genl
Napoleon and Genl de la Roche accompanied by the French Squadron.
Mon. 20th 89 at the 61°

lette and his staff were received with honors by the officers of the port, and in return the American vessel fired the customary salute of thirteen guns, with the Tuscan flag at the fore.

On March 31 George Dewey received a reminder of the first visit to America by the Pilgrim Fathers who brought with them Thomas Dewey, the settler. This was by the arrival of the American ship *Mayflower* from Trieste. The newcomer was boarded by an officer from the *Wabash* before she had applied for and received pratique. This made trouble at once, and the health officer of the port placed the ship in quarantine for having thus communicated. This was straightened out, however, by the officers of the *Wabash*, who sent a boat on shore to obtain the necessary papers. Two days later, while trying to get under way, the *Wabash* ran aground, and did not succeed in getting free until the following morning, being assisted in a very gracious manner by a British merchant steamer, the captain of which saw their predicament and came to their relief.

May 1, 1859, was not unlike other days on board the *Wabash*, in the bay of Naples; the only unusual incident recorded in Dewey's log book being an official visit from the admiral of the Neapolitan navy. This day was in striking contrast to that other May 1, when George Dewey, as commodore of the American squadron on the Asiatic station, quietly entered another bay and destroyed the fleet of a hostile nation. The casualties were the same on both of the dates mentioned. The log book of the *Olympia* for that last May day would be interesting



PORTO FERRAJO, VIEW FROM NAPOLEON'S HOUSE

reading now when compared with that other record made by Midshipman George Dewey while in the Mediterranean. A pleasant interchange of courtesies took place on May 19, between the *Wabash* and the British man-of-war *Centurian*; this time, however, no powder was burned, the salutation being one of music of an entirely different nature. As the American vessel passed out of the harbor, the red-coated band of the followers of the Union Jack struck up "Hail, Columbia, Happy Land!" which was returned by the band on board the *Wabash* playing "God Save the Queen."

While off Civita Vecchia, May 23, the *Wabash* was honored by a visit from United States Minister Stockton, who represented this country at Rome during that period. The United States consul at Rome was also an honored guest at the same time. These visits were deemed worthy of record in the ship's log by Midshipman Dewey. Two days later, all the Neapolitan vessels in the harbor are recorded as having half-masted their flags, and with yards "a-cockbill" fired half-hour guns throughout the day in honor of the memory of the late King of Naples. The *Wabash* followed suit except as to firing the guns, and half-masted the Stars and Stripes, together with the Neapolitan flag at the mainmast.

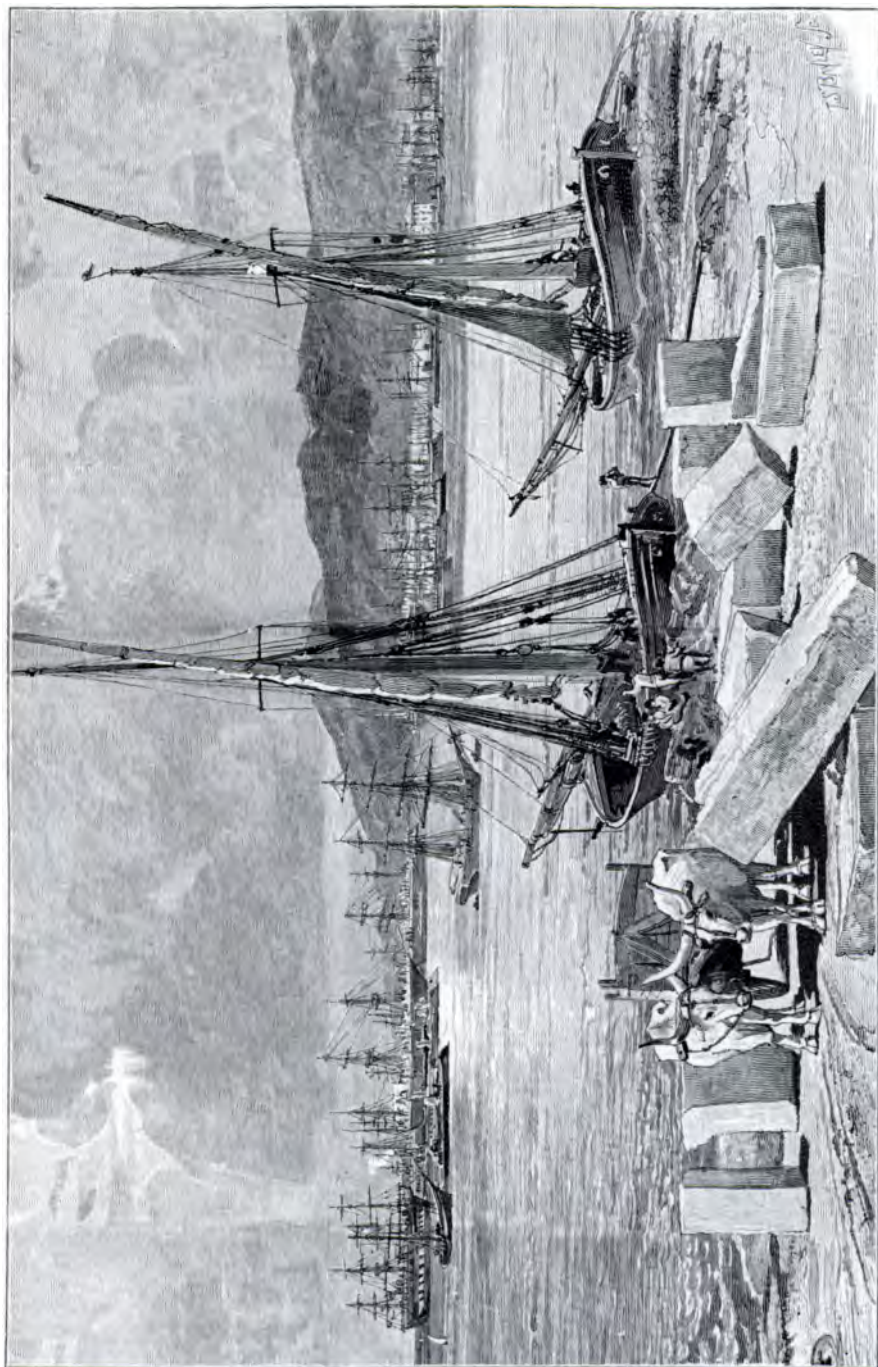
On June 2, the *Wabash* was honored with a visit from the Prince of Syracuse, who was formally saluted by the firing of guns, as also were the Spanish minister and the ministers of Prussia and Sardinia. This salutation to the Spanish ambassador was music in his ears, differing very materially from that other salutation

given by George Dewey and his gallant crews in the harbor of Cavité.

The eighty-third anniversary of the Independence of the United States was celebrated on board the *Wabash* at sea, with a salute of twenty-one guns and a display of the emblem of civil and religious liberty at the masthead. The Declaration of Independence was read by one of the ship's officers, and in every way possible the young midshipmen and crew were made to understand the meaning of the celebration.

When off Leghorn, on August 15, the *Wabash* is reported as having joined a French steamer in firing a salute of twenty-one guns in honor of the fête of Napoleon I. Here, also, the ship was visited by an officer of the Swedish government, who was received with the honors due his rank and station, the Swedish flag being hoisted to the foremast.

There has been no exposure of frauds in feeding the sailors in the Navy during the war with Spain, and it is generally supposed that the Navy has always been free from such abuses. But, nevertheless, it was not always thus—at least it has sometimes been found necessary to condemn and throw away large quantities of provisions intended for the use of the men in that arm of the government service. George Dewey, midshipman, recorded in his journal under date of August 23, 1859, the fact that "five hundred and fifty gallons of beans were surveyed, condemned, and thrown overboard." One thing seems certain: The boys were not then compelled to eat the food found unfitted for their use.



BAY OF SPEZIA, ITALY

The example thus set for the young midshipman evidently had its influence upon his conduct in that particular regard ever since; for true it is that he has never been charged with supplying his men with anything in the way of food which he did not consider fit for his own table. The condemnation of food referred to took place in the harbor of Spezia.

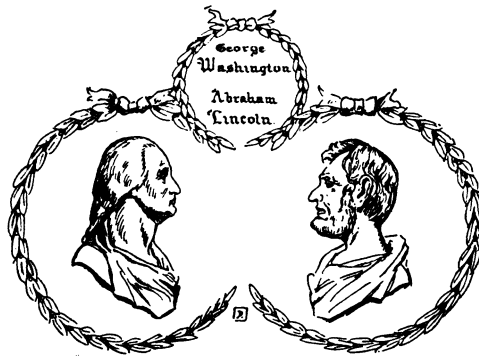
September 18 was also a day to be remembered. A large number of men from the American frigate had evidently been on shore the night before, which was Saturday, and had been present, either as spectators or participants, at a street fracas of some sort, in which a man named Collins had been killed. Sunday morning, "in obedience to an order from the Flag-Officer, Captain Barron directed that George C. Rogers, and such other persons as were on shore on the evening of the fracas in the streets of Genoa which led to the death of the man by the name of Collins, be sent on shore to the usual landing by 9:30 on the morning of the 18th instant, for the purpose of identifying the man or men who were engaged as principals in the aforesaid outrage. Sent three seamen, one landsman, one private marine, five first-class firemen, nine second-class firemen, and fourteen coal heavers (Rogers himself included), in charge of Engineers Fletcher and English. At 1 P. M. all the men sent on shore returned excepting George C. Rogers (first-class fireman), who was detained by the judicial authorities, having been identified as one of the men engaged in the aforesaid outrage." George Dewey, midshipman, was here taught another of the lessons which have made him

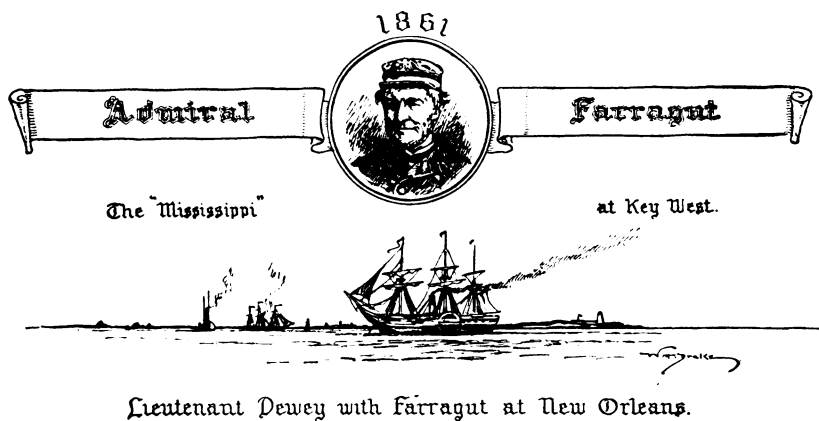
respected in all the years of his life since passed. He will stand by one of his men to the last if he believes him to be in the right. But if a man violates the law of the land and deserves punishment for the protection of society, the American Admiral is not the man to stand in the way of the administration of justice.

November 13 was the next date of this eventful year to the young midshipman which must have become memorable to him. It was the date on which the *Wabash* bade good-bye to foreign shores and started for home once more, after an absence of more than eighteen months. The voyage was an uneventful one, the regular routine of inspection and drills being the only record in addition to the state of weather, barometer, thermometer, soundings, etc. On the thirtieth of the same month Dewey's journal or log book was inspected or examined by the captain of the frigate, who simply indorsed it as "examined," and signed the name of "S. Barron, Captain United States Navy." This was evidently equivalent to an approval of the manner in which the record had been kept. The journey home consumed thirty-three days of time, as it was on the morning of December 16, at 5:30, that the *Wabash* made the Highland lights, and fired a gun for signal that a pilot was wanted to bring her up to the battery, from where she was moved later in the day to the navy yard dock in Brooklyn. After a most rigid inspection of the boat and crew by the proper officials of the Navy, on December 20, 1859, "the crew were permitted to leave the ship, and the officers were detached."

Number of Landing parties Oct 19th 1880
Lights amidst 'airs and calms with passing clouds. The boat discharged
a water tank. At 11 A.M. the English Minister of War, Minister of Marine and
the Admiral together with the Sultan's Guard came on board. At 11.25 A.M.
and the guide and landed the Turkish flag at the top. At 11.25 the Sultan of Turkey
came on board. He came with military honors, hoisted the imperial standard
at the main and fired a salute of 21 guns, which was returned by the Turkish
120 gun ship. Then into by an English boat, came away from our anchorage
at 12.15. The boat to his assistance and tried to leave. At 12.15 - arrived
the yacht, the Sultan and quite left the ship, fired 21 guns, around the rigging.
Then the sheers and hoisted down the Turkish flag. The Turkish Admiral
returned the salute with the same number of guns. He landed the
Turkish flag and Bathurst fired a salute in commemoration of the
of the anniversary of the birth day of Mehmet, and as a token of respect
to the Turkish Government, admitted our colors with the Turkish
flag as the son and fired a salute of 21 guns. He expressed the great
and Bathurst our illuminated. At 1.00 the flag and Bathurst
fired another salute. At 8 and 9.30 then sailed and burnt blue light
at the yacht. Sun 2.18.9. - Sun. 7.2.

And thus ends the record of the first sea voyage of the man who was apparently destined even then to outrank all his predecessors in naval achievements, and win a place only second to that of the revered Washington and the immortal Lincoln in the hearts of the American people.





CHAPTER VII

DEWEY IN THE CIVIL WAR

THE "MISSISSIPPI" AT PORT HUDSON—MARRIAGE TO SUSIE GOODWIN—CAREER IN TIME OF PEACE—PREPARATIONS FOR THE BATTLE OF MANILA



Destruction of the "Mississippi"

IN 1860 George Dewey was ordered back to Annapolis for examination for a commission, and succeeded so well as to advance him in class standing over two of his fellows, giving him a final rating of number three. On April 19, 1861, he was commissioned a lieutenant, and from 1861 to 1863 served on the steam sloop *Mississippi* of the West Gulf squadron. He took part in the capture of New Orleans in 1862, and also of Port Royal in 1863.

The most important recorded act of the present Admiral during the Civil War occurred while he was a



GEORGE DEWEY AT THE AGE OF 24
From a very rare photograph

lieutenant on the steam sloop *Mississippi* under Admiral Farragut, and of which Melancthon Smith was captain. It was in March 1863 that the *Mississippi* attempted to run by the Confederate batteries at Port Hudson. Some of the ships got as far as the narrow part of the channel, where they met the land batteries almost muzzle to muzzle, and then they were

forced to retreat. The *Mississippi* did not get so far as that. A foggy day had been chosen for the attempt, and amid the fog and smoke of battle, which redoubled the obscurity, the *Mississippi* lost her bearings and ran aground. Her officers found that she had struck just under the guns of a battery in the middle of the line of fortifications, and one of the strongest of the line. In half an hour she was struck by two hundred and fifty shot, and was riddled like a sieve. There was no chance of holding her, so her crew were ordered to take to the water and save themselves if possible.

Captain Smith and Lieutenant Dewey themselves remained till the very last, and personally fired the boat in several places, and spiked her guns. The guns of the *Mississippi* fired two hundred and fifty-five shots in the short space of thirty-five minutes before the ship was abandoned.

On this occasion George Dewey is said to have performed an act of heroism which attracted the attention



GEORGE DEWEY LEAVING THE BURNING "MISSISSIPPI"

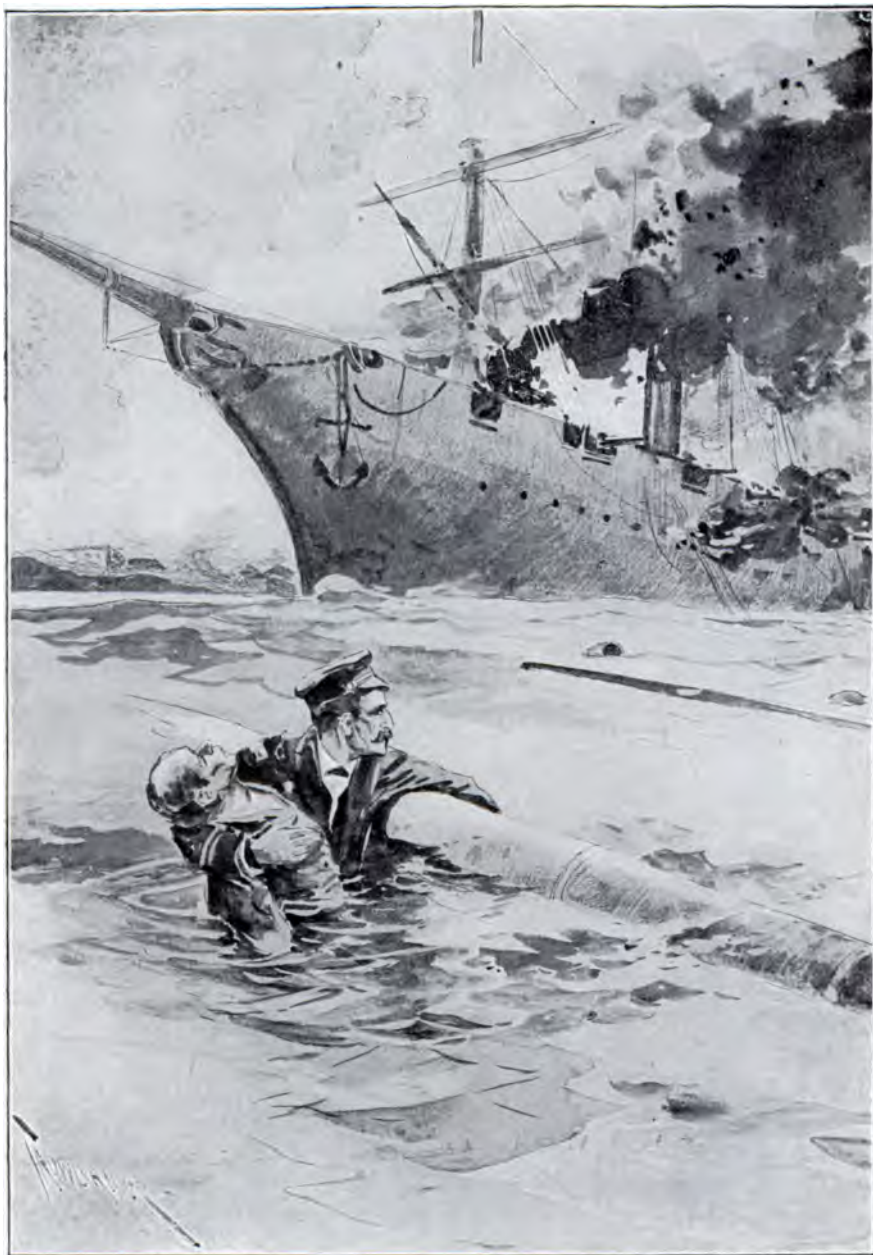
of the admiral of the Navy. As told by one of his comrades at the time, we give it here: "Lieutenant Dewey could have escaped easily, as he was a bold, powerful swimmer; but he was too unselfish to think only of himself so long as any of his comrades were in danger. Not far from him he spied a seaman who was trying his best to keep above water after his right arm had been paralyzed by a bullet. Dewey struck right out for him and gave him a lift, till they reached a floating spar. Then the wounded man was towed ashore in safety. There were picked shots among the 'Johnnies' on the bank, and they did deadly work. So whether they spared young Dewey and his wounded shipmate because of the act of mercy he was doing, or whether the floating spar concealed them somewhat, we never knew. At any rate, there were so few who escaped when they swam for the shore that the old fellows in the service said right away, when they heard the story: 'Well, I'll be durned if that young Dewey ain't being kept alive for something better than trying to sneak by old Confederate forts. He'll live to show the stuff that's in him some day, if I know what I'm saying.' But we never thought he would ever get such a high-sounding title as the 'Hero of Manila'; but I am quite sure he deserves it, for thrashing those rascally Spaniards."

So many versions of this incident in the life of George Dewey have been published, some of them apparently from reliable sources, we here give the story as sent by Lieutenant Dewey to his father at Montpelier. The story

was not written by the lieutenant himself, but was sent with his full approval of its contents.

The *Mississippi*, in obedience to the order of Admiral Farragut, brought up the rear. She had reached the point directly opposite the town, and her officers were congratulating themselves upon having passed through the greater danger, the ship up to this time not having sustained a single casualty. The *Monongahela* not being in sight, orders were given to increase the speed in order to close up the space between the ships. The atmosphere being humid, the smoke hanging close to the surface of the river, nothing being discernible but the flames of our own and the enemy's pieces, the ship, which had acquired rapid headway, grounded on the right bank of the river, directly opposite the terminus of the Port Hudson and Clinton Railroad.

Her engines were immediately reversed, and orders were given by Captain Smith for the men to fire with all possible rapidity, as their safety depended upon keeping the enemy from their guns. The men responded with alacrity, and, in the short space of thirty-five minutes, they fired two hundred and fifty shots. During this time Engineer Rutherford made every exertion to get the ship afloat, but without success. Captain Smith finding it impossible to save the vessel gave orders to make instant preparations to destroy the ship and save the crew. Orders were also given to the chief engineer to destroy the engines, and cut the outward connecting pipes. This being done, the water flowed rapidly into the ship. The sick and wounded were conveyed on board the ironclad ram *Essex*, and the remainder of the crew were conveyed to the right bank of the river, which had been cleared by the gunboats of the Confederate sharpshooters. Before the crew left the ship, every preparation was made to destroy her by collecting combustibles in the forward and after parts of the vessel. Unfortunately, she was fired forward before the order was given. This becoming known to the crew, and there being but three small boats which they could use, many jumped overboard, and it is feared were drowned in attempting to escape. Some others, seven in all, including Marine-Captain Fontene, Assistant Engineer Brown, and Master's Mate Francis, fell into the hands of the enemy.



GEORGE DEWEY SAVING A COMRADE'S LIFE

Just before the order was given to abandon the ship a shot from the enemy entered forward of the wheel, killing Acting-Master Kelley, commanding the Second Division, also killing and wounding all but four men at one of his guns.

After seeing that the survivors of his crew were fairly clear of the ship, and every preparation made to insure her destruction, Captain Smith, Lieutenant Dewey, Ensign Bacheider, and Assistant Engineer Tower, together left the ship and abandoned her to the flames, after having with their own hands spiked most of the guns.

As an evidence of the coolness which Captain Smith displayed on this occasion, it is related that in the midst of the death and destruction which surrounded him, while coolly lighting a cigar with flint and steel he remarked to Lieutenant Dewey: 'It is not likely that we shall escape, and we must make every preparation to insure the destruction of the ship.'

As soon as Captain Caldwell of the *Essex* discovered the flames bursting from the *Mississippi*, notwithstanding she was within five hundred yards of the principal Confederate batteries, he steamed up the river and succeeded in taking off from the shore many of the men who had escaped, and in saving many who were still struggling with the current for their lives.

The fire having full possession of the ship, raged through her for an hour, greatly lightening her, while the water flowing aft settled her stern, and she gradually slid off into the current. By a seeming act of Providence, the ship was swung round by the force of the current, and headed down the stream. The guns of her port battery, which had not been fired, becoming heated, the venerable old frigate paid a parting salute to the Confederates at the same time she fired the minute guns over her own grave. Had the ship floated down the stream stern foremost, it is impossible to conjecture what might have been the result, inasmuch as her guns would have been discharged upon her own crew on the neighboring bank. She floated down the stream, her guns discharging, and shells on deck exploding in every direction, until at half-past five o'clock, when, having reached a point near which the Confederate ram *Arkansas* was destroyed, she blew up, with a concussion which shook the country for miles around. Fragments of the ship drifted past Baton Rouge, and one of the wheel-houses was taken ashore at that point.

It is estimated that only sixty-five officers and men belonging to the *Mississippi* were killed, wounded, and taken prisoners. The officers and crew lost everything except what they stood in. They saved nothing, and left nothing in the hands of the enemy.

After the destruction of the *Mississippi*, Dewey was ordered to the gunboat *Agawam* of the North Atlantic squadron, and participated in two attacks on Fort Fisher in 1864 and 1865. He was promoted to be a lieutenant-commander March 3, 1865, and one year later became executive officer of the famous gunboat *Kearsarge*, which destroyed the *Alabama*. He also served on the frigate *Colorado*, flagship of the European squadron. On returning to the United States in 1868, he was detailed for duty at Annapolis, where he remained two years. In 1870, he was assigned to the command of the *Narragansett*, and on April 13, 1872, he was commissioned as commander.

In 1867, Dewey was stationed for a time at the Kittery Navy Yard, just across the river from Portsmouth, N. H. He was a handsome and popular fellow, and a welcome visitor in the homes of those old-fashioned and highly-cultivated families which made up the somewhat exclusive society of the place, and which do to-day, not only in Portsmouth, but in Newburyport and Salem, and all along the North Shore, as it is called. It was here that he first met the sweet-faced little woman who afterward became his wife. She was Miss Susie B. Goodwin, a daughter of doughty old Ichabod Goodwin, the War Governor of New Hampshire, and known far and wide as "Fighting Governor Goodwin." In his way, Governor Goodwin was a popular hero himself in the early days



BAY OF BEYROUT, SYRIA



COMMANDER DEWEY

of the Civil War, quite as much as is his distinguished son-in-law to-day. Like many another war governor of the North, Ichabod Goodwin was an old-school Democrat of the Jackson type. Nullification or secession he could not stand, and when President Lincoln's

first call for volunteers came and found the New Hampshire legislature not in session, the loyal old governor put his

hands deep into his pockets, and, at his personal expense, fitted out a regiment of fighting men and sent them to the front, trusting to the honor of the people of New Hampshire to reimburse him at the proper time. "Fighting Governor Goodwin" was known far and wide in those days; village streets were named in his honor, children were called by the

GEORGE DEWEY
IN 1867

LIEUTENANT DEWEY

name of "Ichabod" and "Goodwin," and to this day the old Portland, Saco, and Portsmouth locomotive "Governor Goodwin," more than thirty years old, goes puffing and snorting along the shore road which connects Portsmouth with points east and west.

Lieutenant Dewey and Susie Goodwin were married October 24, 1867, and following the wedding a reception was held in the fine old Goodwin homestead, which is still standing on one of the quiet, elm-shaded streets of Portsmouth, and occupied by members of the Goodwin family.

Shortly after their marriage the young couple were compelled to separate for a time, Lieutenant Dewey having been ordered to sea. For two years he was on the European Station, his wife remaining at Portsmouth. Returning to America he was assigned to the command of the *Narragansett*, relieving Commander Rhind. The one great sorrow of his life came just a little later. This was in 1872. He had been promoted to be commander, and luck seemed to be running strongly his way. The young wife was spending the summer at Newport, and preparations were being made for an event which it was hoped would crown with joy their wedded life. A son was born December 23, but one week later the mother died. The boy was christened George Goodwin, in honor of his proud grandfather.

From 1872 to 1875 Commander Dewey served on the Pacific Survey. He became Lighthouse Inspector in 1876, and was Secretary to the Lighthouse Board from 1877 to 1882, being at this time assigned to the command of the *Juniata*, of the Asiatic squadron.



GEORGE DEWEY AND HIS WIFE SUSIE GOODWIN DEWEY
Reproduced from photographs taken at about the time of their marriage, October 24, 1867

Much has been said in the public press about an illness through which George Dewey passed in 1883. Most of the published statements have been untrue. He was taken ill while on his way to join the Asiatic squadron, and was sent to the naval hospital at Malta. In a letter to his sister, under date of April 11, 1883,



MOSQUE OF OMAR, JERUSALEM

after speaking of the press reports of his illness, the Admiral wrote:—

My Dear Sister:— . . . So I will not say much about it myself except that I have been very, very ill, and, on two or three occasions, very near “the other shore.” At one time I fully expected to die, and nothing but an excellent constitution and God’s mercy brought me through. . . .

The climate of Malta is much like that of Florida, and we are enjoying oranges, roses, etc.,—and now and then a mosquito.

Your affectionate brother,

GEORGE DEWEY.

Two years later he was promoted to a captaincy, and took command of the *Dolphin*, and afterwards of the *Pensacola*, flagship of the European squadron. While in command of the *Pensacola*, Dewey made his second cruise in the Mediterranean, and while there wrote the following letter to his sister at Montpelier:—

June 1, 1886, U. S. STEAMSHIP PENSACOLA, }
SMYRNA, TURKEY. }

Dear Sister:— . . . I am sure you will be glad to know my health is quite restored again. . . .

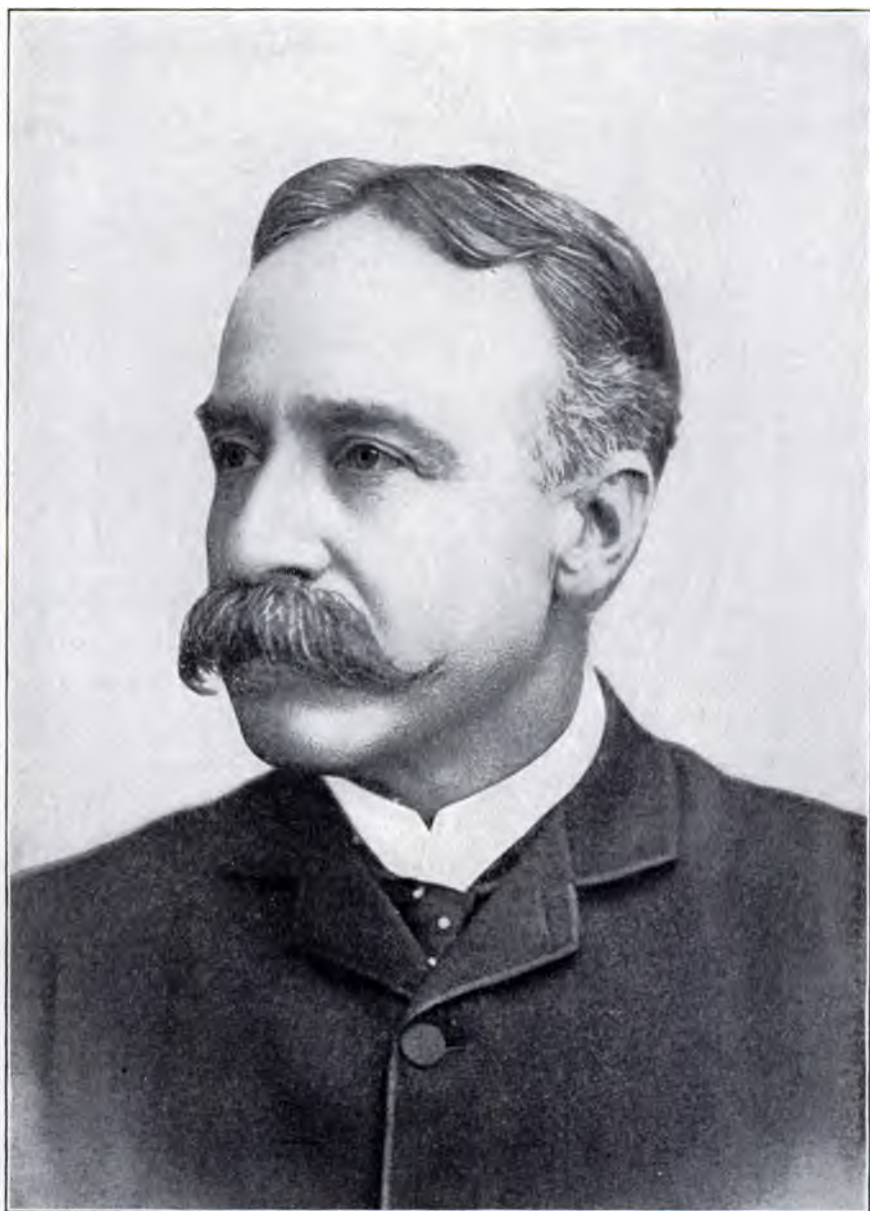
We are making a very delightful cruise in this part of the world, in being able to visit so many interesting places. I spent several days in Cairo, Jerusalem, Beyrout, etc., and to-morrow I am going to visit the ruins of Ephesus, where stand the remains of the Temple of Diana, one of the Seven Wonders of the World. When I have seen it, I will have seen four of the seven.

From here we go to Athens, and will visit some of the Greek islands *en route*. . . .

Your affectionate brother,

GEORGE DEWEY.

In 1888 Captain Dewey was detailed as Chief of the Bureau of Equipment and Recruiting, with the rank of commodore. His commission as a commodore, however, was not issued to him until February 28, 1896. He was a member of the Lighthouse Board again from 1893 to 1895, being transferred to Board of Inspection and Survey immediately thereafter, and in 1896 and 1897 he



GEORGE DEWEY AT THE AGE OF 46



TEMPLE OF DIANA AT EPHEBUS

was president of this latter important department of the naval service.

During the summer of 1897 George Dewey's health, which was not of the best while on shore duty, began



ATHENS FROM THE EAST

to fail him, and, as he was fast approaching the age limit for the active service of the Navy, he was urged by his friends to take another cruise for the benefit of his health. There are many interesting tales told regarding his assignment to the command of the squadron then in Asiatic waters. One of them is to the effect that his assignment was strenuously opposed by some of



HARBOR OF NAGASAKI, JAPAN

those high in authority, and that it was only when his friend of a lifetime, the Honorable Senator Redfield Proctor, called on President McKinley and made a personal request that Dewey be thus assigned, that the orders were issued which eventually brought fame to the hero of Manila Bay and success to the American Navy unparalleled in the history of naval warfare. The

assignment to the command of the Asiatic squadron was issued from the Navy Department at Washington, November 30, 1897, and one month later the coming Admiral raised his pennant over the flagship *Olympia*, at Nagasaki, Japan.

Naval officers in foreign ports are always well received, and the reception accorded George Dewey at Yokohama was no exception to the rule. On February 4, 1898, he was accorded a private audience with the Emperor and Empress of Japan, and before leaving for Hong-Kong he himself entertained a party of ladies and gentlemen at luncheon on board the flagship *Olympia*, which he so pleasingly describes in the following letter to his sister:—

FLAGSHIP OLYMPIA,
YOKOHAMA, JAPAN, January 30, 1898. }

My Dear Sister:—I was very glad to receive your letter written on my birthday, with its interesting batch of home news. How much the family (ours) has to be grateful for. Of course, we have had our sorrow, some more than others, but, as a whole, we have much to thank God for.

I arrived here in Yokohama on Christmas day, and at Nagasaki a week later, where I relieved Admiral McNair. After spending a fortnight there, I came up here to meet the *Concord*, get stores, ammunition, etc., and to have an audience with the Emperor and Empress of Japan, at Tokio. On account of the illness of the latter, the audience has been delayed somewhat, but at last a date is fixed and I am to be presented on the fourth of next month. After that I shall go to Hong-Kong to meet the *Raleigh* and *Petrel* of my squadron.

This is a most interesting country—certainly different from any I have seen. Hearn's book will give you an excellent idea of the country and people. . . .

England, Russia, and Germany have largely increased their naval forces in the Orient, and even the United States is doing something in



A BUDDHIST PRIEST

that direction. I now have five vessels, with two, and possibly three, more on their way. Our ships are all, with the exception of the flagship, in the Chinese or Korean waters, looking out for a right to protect American interests, of which there are many more than is generally known. What we all want is Chinese trade, and we are gradually getting more and more of it, all of which we would lose were it not well known that we are ready and will protect it. I met the Russian and English admirals at Nagasaki, and found them most agreeable and able men. The former has no less than twenty, and the

latter thirty, vessels of war under their command. . . .

Yesterday I had ten ladies and gentlemen at "tiffin," as they call a luncheon in the East. I wish you could have seen my Chinese servants—of whom I have four—in their long blue robes, looking like Buddhist priests. Then, too, the band gave us music. I inclose the program printed on board, and altogether it was a grand success. The guests arrived at one, and left at four o'clock. . . . With love to all,*

Your affectionate brother,

GEORGE DEWEY.

* For a facsimile reproduction of this letter see pp. 414

The following is a copy of the program referred to:—

UNITED STATES FLAGSHIP OLYMPIA

ASIATIC STATION

Yokohama, Japan

January 29, 1898

Orchestra

Program

March.....	"Suwanee River".....	Savasta
Overture.....	"La Souveraine".....	Hermann
Cavatina.....	"Ugo Conte di Parigi".....	Donizetti
Waltz.....	"Remembrance of Naples".....	Bennet
Selection.....	"Amorita".....	Czibulka
Romance.....	"Quanto io t'amo".....	Satta
Habanera.....	"La Paloma".....	Yradier
Polka.....	"Ma Voisine".....	Waldteufel
	"Star-Spangled Banner"	

M. VALIFUOCO, BANDMASTER

After his reception by the Emperor and Empress of Japan, Commodore Dewey proceeded to Hong-Kong, China, where he concentrated his fleet and awaited developments. And here he was found when the wanton destruction of the battleship *Maine* in the harbor of Havana stirred the hearts of the great American people, and aroused within them a hostile and vindictive answer. All the efforts of Spain and her American allies, in Congress and out, could not remove from the American mind the belief that the great sacrifice of human life in the harbor of Havana was a premeditated and murderous crime, committed with the full approval of some of the authorities, at least, representing the Kingdom of Spain, and when the President sent to George Dewey the order to proceed at once to capture or destroy the Spanish fleet in Asiatic waters he little anticipated how thoroughly and well that order

would be obeyed. Carrying out his instructions to the letter was one of George Dewey's characteristics, and the measure of discipline to which he had ever yielded a ready acquiescence himself he was just as certain to exact from others round him. But while he was firm and exacting as a commander no one ever accused him



LANDING PLACE AT MALTA

of unfairness or injustice. And when the shadows of war began to hover over the American and Spanish nations, Commodore Dewey began making preparations for the struggle which, with his keen sense of diplomacy and perception, he could see was well-nigh inevitable. His ships were made ready for the fray, and when the

vessels of his victorious fleet entered the bay of Manila on that eventful night of April 30, it was after more than one month of careful preparation. In a letter to his dear sister at Montpelier, written just before he sailed on his still hunt for the fleet of Spain, he said: "We are still waiting for the declaration of war to begin our work out here. I have seven men-of-war all



CONSTANTINOPLE AND THE BOSPHORUS, TURKEY

ready for action, and should war be the word I believe we will make short work of the Spanish reign in the Philippines. The insurgents are ready to rise at our first gun, and long before this reaches you we may be masters of Manila and Philippine cities. But, after all, war is a terrible thing, and I hope some way out of

the dilemma may be found without resorting to the very last course. . . . My health continues good, although it is taxed to the utmost, and my one prayer is that I may hold out until we have finished our work." Another sentence in the same letter is worthy of reproduction here: "I believe I am not over-confident in saying that, with the force under my command, I could enter the bay of Manila, capture or destroy the Spanish squadron, and reduce the defenses, in one day." After receiving his orders from the President to proceed, he wrote: "I am thankful we have now received our orders. We have got them [the Spanish fleet] where we want them, and we will now fix them." And fix them he did in earnest—how well, the story of the Battle of Manila, elsewhere told with more of detail, only too vividly portrays. His prophesied limit of time to one day he reduced to an actual time of less than four hours of fighting, and within twelve hours from the time the first vessel of his fleet passed the batteries at the entrance to Manila Bay he had literally "captured or destroyed the Spanish squadron," and planted Old Glory on the ramparts above the fortress at Cavité on Spanish soil. And there she floats to-day, now, as ever, the sign of freedom from the yoke of the oppressor, and the emblem of human liberty.

After the battle of May 1, George Dewey found himself confronted with a peculiar condition of things in the Philippines. The attention of other nations was at once attracted to the desirability of sharing in the spoils of conquest, if spoils there were to be, and the war ships

of several nations were headed for the Philippine waters. Representatives of Germany in particular seemed inclined to rather take sides with the Spanish authorities, and there were at times apprehensions lest some violation of the treaty of neutrality might lead to serious results. The Emperor's brother, Prince Henry, who represented his



IMPERIAL PALACE, CONSTANTINOPLE, TURKEY

government at Hong-Kong, called on Commodore Dewey to say good-bye as the American fleet was about to leave Chinese waters for Manila. United States Consul Wildman and Captain Gridley, of the *Olympia*, were on the quarter-deck of the flagship in conversation with the Commodore and the Prince. The Prince said laughingly to the three, but looking Dewey in the eye:—

"I will send my ships to Manila to see that you behave."

With that perfect grace and dignity for which the Commodore was noted he courteously replied:—

"I shall be delighted to have you do so, your Highness; but permit me to caution you to keep your ships from between my guns and the enemy."

The Prince saw the point, and he knew full well from that moment that George Dewey meant just what he said, and that it would not be well for any one to interfere with him in his dealings with Spain or the Spanish fleet.

Nor was this by any means the only difficulty which presented itself. The natives of the Philippine Islands were little else than savages, and had imbibed just enough of civilization from the Anglo-Saxon race to inspire them with hatred for the oppression Spain had put upon them, and had been engaged in an Herculean struggle for their own liberty for many years. But till the time of the entrance of George Dewey to Manila Bay their cause had been a well-nigh hopeless one. Their acknowledged chieftain had been expelled from the islands, and was exiled to foreign lands. But with the victory of the Americans on May 1, acting under the advice of Consul Wildman, this Filipino chieftain, Aguinaldo by name, was returned to his native land, and at once began active co-operation with Commodore Dewey against the Spanish forces still in possession of a large part of the island group. These native insurgents were armed from the captured stores of Cavité arsenal, and

immediately began aggressive movements against their common enemy. So successful were they in every battle that they soon became a menace to the Americans themselves. Many of the chiefs among the natives believed they were entitled to all the fruits of the Spanish defeat, and organized a provisional government of their



BIRD'S-EYE VIEW OF CAIRO, EGYPT

own, and demanded recognition from the United States authorities. To handle such an element without serious trouble required the skill of a statesman and trained diplomat; yet the man who, thus far in his life, had confined his energies very largely to a study of the art of warfare, at once rose equal to the occasion, and the masterly exhibition of diplomacy displayed by George



TOMB-MOSQUE OF CAID BEY, CAIRO, EGYPT

Dewey has commanded the admiration of the world. In all emergencies which have arisen the man has been equal to the occasion. In a word, George Dewey has demonstrated an ability as a statesman and diplomat equaled only by his display of ability as a fighter and naval commander, and few indeed are there among all our public servants so

well entitled to be considered "an all-round man."

The unfortunate war with the Filipinos came about only after a visit to the United States of an emissary of the insurgent provisional government, who was encouraged by the attitude of some Senators and Representatives at Washington to believe that the people of the United States were opposed to an extension of American sovereignty to the Philippines. In a letter to his brother, the Honorable Charles Dewey, of Montpelier, written before the outbreak of hostilities, and while the ratification of the Treaty of Paris was pending in the United States Senate, George Dewey said: "We are waiting to hear from Washington that the United States owns the islands, and then

will follow the question of dealing with the insurgents. General Otis thinks Aguinaldo is losing his power, and that the insurrection will soon disintegrate. I hope so." George Dewey is a man of peace, but he believes the best way to promote it is to always be prepared for war.

Among the many precautionary orders issued from the Navy Department preceding the declaration of war with Spain, were several dispatches to Commodore George Dewey which have not hitherto appeared in the public prints.

While Dewey was yet at Yokohama, Japan, January 25, 1898, he was cabled by the Chief of the Bureau of Navigation to "retain until further orders the crew of the squadron whose terms of enlistment have expired." The officials at Washington knew the importance of trained men on board the ships, and they also knew that Commodore Dewey could be depended on to keep the best of them when authorized to do so.

As early as February 25, 1898, Assistant-Secretary Roosevelt cabled, under seal of



A STREET SCENE, CAIRO, EGYPT

secrecy and confidence, to order all boats of his squadron to Hong-Kong, and to keep full of coal. "In the event of a declaration of war it will be your duty to see that the Spanish squadron does not leave the Asiatic coast, and then offensive operations in the Philippine Islands." The next day, as if the first order were not sufficient,



BOATS SAILING ON THE NILE

followed a cable from Secretary Long to "Keep full of coal, the best that can be had."

April 1 Dewey was ordered to "fill up with provisions purchased on station." Then he was asked to let them know at Washington just how many days' provisions he had on hand. The same message also indicated a regard for the fellows who do the fighting,

as the Secretary wanted to know how much tobacco and soap was needed. Three days later Dewey cabled that he had chartered a steamer with three thousand tons of coal on board, and asked authority to buy the boat and cargo. The authority was given, and he was told to charge the expense to special appropriation. Then Dewey showed his skill as a business man by



YOKOHAMA AND HARBOR, JAPAN

making a good bargain for his country, and by engaging the crew of the purchased vessel to manage her till they should be no longer needed. Five days later he reports having purchased another vessel for supplies, which he armed, equipped, and manned immediately. There was no secrecy as to the price paid for boats

either. All his dealings were open to the light of day, and were held to be confidential only for diplomatic reasons until the facts could be safely made known.

On April 7 the Secretary of the Navy sent an order to Commodore Dewey to "land all woodwork, stores, etc., not absolutely necessary to have for operations."

April 24 Dewey was notified by Secretary Long that war had commenced between Spain and the United States. He was directed to "proceed at once to the Philippine Islands. Commence operations immediately, particularly against the Spanish fleet. You must capture or destroy vessels. Use utmost endeavors." This was the famous "capture or destroy" message popularly accredited to President McKinley. It was written, however, and sent by Secretary Long. To this the Commodore replied, showing how thoroughly he had carried out his instructions to be ready at a moment's notice: "The squadron will leave for Manila, Philippine Islands, immediately upon the arrival of the United States consul from Manila." The same day Dewey was requested by the Governor of Hong-Kong to get out of the harbor, and he at once made ready to leave for Mirs Bay to await telegraphic instructions. This he communicated to Secretary Long, who cabled him the following day, April 26, the President's proclamation, as follows:—

WHEREAS, By an act of Congress approved April 26, 1898, it is declared that war exists and that war has existed since the twenty-first day of April, A. D. 1898, including said day, between the United States of America and the Kingdom of Spain; and

WHEREAS, It being desirable that such war should be conducted upon principles in harmony with the present views of nations and sanctioned by their recent practice, it has already been announced that the policy of this government will be not to resort to privateering, but to adhere to the rules of the Declaration of Paris:

Now, therefore, I, William McKinley, President of the United States of America, by virtue of the power vested in me by the Constitution and the laws, do hereby declare and proclaim: One, the neutral flag covers the enemy's goods, with the exception of contraband of war; two, neutral goods, contraband of war, are not liable to confiscation under the enemy's flag; three, blockades, in order to be binding, must be effective; four, Spanish merchant vessels in any ports or places within the United States shall be allowed till May 31, 1898, inclusive, for loading their cargoes and departing from such ports or places, and such Spanish merchant vessels, if met at sea by any United States ship, shall be permitted to continue their voyage, if, on examination of their papers, it shall appear that their cargoes were taken on board before the expiration of the above term, provided that nothing herein contained shall apply to Spanish vessels having on board any officer in the military or naval service of the enemy, or any coal, except such as may be necessary for their voyage, or any other article prohibited or contraband of war, or any dispatch of or to the Spanish government; five, any Spanish merchant vessel which, prior to April 21, 1898, shall have sailed from any foreign port or place in the United States, shall be permitted to enter such port or place, and to discharge her cargo, and afterwards, forthwith, to depart without molestation, and any such vessel, if met at sea by any United States ship, shall be permitted to continue her voyage to any port not blockaded; six, the right of search is to be exercised with strict regard for the rights of neutrals, and the voyages of mail steamers are not to be interfered with except on the clearest grounds of suspicion of a violation of law, in respect to contraband or blockade.

In witness whereof I have hereunto set my hand and caused the seal of the United States to be affixed.

Done at the city of Washington on the twenty-sixth day of April, in the year of our Lord one thousand eight hundred and

ninety-eight, and of the independence of the United States the one hundred and twenty-second.

WILLIAM MCKINLEY.

By the President:

JOHN SHERMAN, Secretary of State.

April 27 the United States consul from Manila arrived at Mirs Bay. After informing his government of his contemplated movements, Commodore Dewey at once prepared to set sail for the Philippine Islands.

Then came the Battle of Manila, reported elsewhere at great length. After the battle Dewey sent to the officials at Washington a few very modest dispatches, in all of which he gave the most of the credit for his victory to the commanders and men of his fleet, notwithstanding that each of the officers and men gave all the credit for the splendid victory achieved to the commodore, whose master mind had conceived and directed the execution of the plan of operation in the minutest detail.

Dewey indicated the character of man he is when, on May 15, in acknowledging to the President his own promotion to the rank of a rear-admiral, he also urgently recommended that each of his gallant commanders be advanced ten numbers for their part in the Battle of Manila. In making this request, Dewey refers to the officials in a complimentary manner, and says: "Without their aid I could have done nothing."

From Dewey's dispatches to the department at Washington it is plainly seen that he had confidence in the honor and integrity of the Filipino chieftain Aguinaldo, from whom he expected much assistance. That this leader of the insurgent forces should have finally turned against

the Americans is one of the tragedies connected with the Spanish War.

Dewey was ever on the alert to see that the men under his command were properly provided for. May 20, 1898, he cabled for supplies, and indicated that he wanted good ones.

And then came the crowning act of confidence on the part of the government at Washington. Until now Dewey had acted under general orders, at least, from the seat of government. Now he was cabled: "Exercise your own discretion in all matters, and be governed according to circumstances, which you know and which we cannot know here." And well he exercised it, at all times upholding the honor and integrity of the United States as against all comers. When the German naval officers in the Philippine waters seemed inclined to take sides with the enemies of America they were soon called upon to observe the laws of neutrality. And they knew that George Dewey was not to be trifled with either. About the middle of July, Dewey cabled that Aguinaldo had informed him that the German man-of-war *Irene* had interfered with the insurgents in their operations against the Spaniards at Isla Grande, and he had sent the *Raleigh* and *Concord* there to straighten the matter out. These vessels proceeded to take the island and some 1,300 prisoners of war, with arms and ammunition. The *Irene* retired from the bay on the approach of the American vessels. The commander of the German war-ship did not wish to try issues with any of the vessels of Dewey's fleet.

July 14, the day following the *Irene* incident referred to, Admiral Dewey received a communication from General Emilio Aguinaldo, a document setting forth the formation of the provisional government of the Philippines by the Filipinos, independent of the United States. The several proclamations accompanying this document were at once forwarded to the government at Washington by the conservative Admiral in the Philippines.



HONG-KONG AND HARBOR, CHINA

After the arrival of General Wesley Merritt in the Philippines, Admiral Dewey very properly co-operated with him in all matters affecting the operations against the Spanish arms. The correspondence passing between these two officers and the Governor-General of the Philippine Islands is interesting reading, as showing the wisdom and tact displayed by the American officers. The result of those negotiations, and of the refusal of the Spanish

authorities to surrender to the Americans, is now a matter of history. The fleet under Rear-Admiral George Dewey performed an important part of the work in the assault of Manila which followed, but as there were no vessels pitted against him it will not be recorded in history as a naval engagement.

After the fall of Manila and the complete occupation of the Philippine Islands by the United States forces, Admiral Dewey was urged by his friends to return to the United States. Much of a contradictory nature was said and written on the subject and it is perhaps as well that the truth be stated here as to his own wishes on the subject. Under date of August 30, in a message to the Secretary of the Navy at Washington, George Dewey especially requested to be permitted to remain where he was. Here are his own words: "I trust it may not be necessary to order me to Washington. Should regret very much to leave here while matters remain in present critical condition." Dewey was then requested to send his views on questions in general as to the Philippines to the President by the quickest method possible, and to advise with General Merritt before he should leave the islands.

Standing on the quarter-deck of the *Baltimore* August 22, 1898, and gazing at the American flag over Fort Santiago, within the walled city of Manila, Admiral Dewey said: "I hope it floats there forever, forever. It is strange that we have wrested an empire from those people, and that with the loss of only a few men. Our Navy did most remarkable work. If I were a religious man, and I

hope I am, I should say that it was the hand of God. I remember, when we engaged the fleet, seeing shells fired directly at us, and I do not understand under heaven how we escaped.

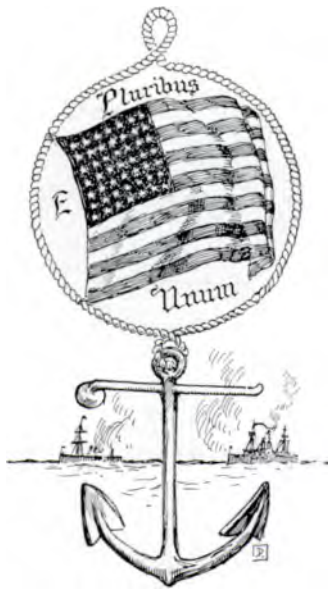
"Then we came up here on the *Olympia* and sent them an ultimatum. In three letters written by Consul Williams I told them if they fired another shot I would destroy their city. I demanded the surrender of some small vessels that scurried into the Pasig, and which I believed to be torpedo boats, and I asked the joint use of the cable. We were close in and alone; but they did not fire, and never did.

"I am proud of these men under me, and proud to be their leader. They are all efficient. I gave up the *Olympia*, and sent her to Hong-Kong, and came on the *Baltimore*. Here I find everything as efficient as on the *Olympia*. I am sending all of the squadron up to be cleaned, and have asked for a battleship and an armored cruiser.

"I do not intend to go home unless it is absolutely necessary, for there is much work still to be done here. I do not want to go until it is all over. The truth has not been told about this place. It is not so hot, and the weather is much better than has been asserted. In the fleet we have had less sickness than on ordinary cruises."

In a letter to his sister written a few weeks after the Battle of Manila Bay, the Admiral used these words: "Just a line to thank you for your kind letter of April 6, and also for your prayers for my safety. Perhaps they did help. Who knows?"

The career of George Dewey has been an eventful one, and during his threescore years, forty of which have been spent in the active service of his country, he has traveled far and wide and has come in contact with some of the greatest minds in the world. And there are many who now believe that in reality he has but just entered upon his larger career of usefulness, and predict for him still higher honors at the hands of the American people. And who can tell?





CHAPTER VIII

THE BATTLE OF MANILA BAY

CRUSHING DEFEAT OF THE SPANISH NAVY IN PHILIPPINE WATERS—"OLD GLORY" PLANTED ON SPANISH SOIL



The U.S. Cruiser that fired the first shot in the Philippines

FORMER officer of the United States Navy, then a correspondent for the New York Herald, was on the flagship *Olympia* during the Battle of Manila, and was appointed by Commodore Dewey as aid during the engagement. From the excellent report of the events leading up to and during the battle cabled to his paper, we take

the following most interesting account of that memorable event:—

MANILA, PHILIPPINE ISLANDS, on board the flagship *Olympia*, }
May 1, via HONG-KONG, Saturday, May 7. }

Not one Spanish flag flies in Manila Bay to-day. Not one Spanish war-ship floats as our prize.

More than two hundred Spanish dead and five hundred to seven hundred wounded attest to the accuracy of the American fire.



COMMODORE GEORGE DEWEY

Commodore Dewey attacked the Spanish position at Cavité this morning. He swept five times along the line and scored one of the most brilliant successes in modern warfare.

That our loss is trifling adds to the pleasure of victory without detracting from its value. The number of hits our vessels received proved how brave and stubborn was the defense made by the Spanish forces.

Miraculous as it may appear, not one of our men was killed, and only eight were wounded. Those who were wounded suffered only slight injuries.

Commodore Dewey arrived off Manila Bay last night and decided to enter the bay at once.

With all its lights out the squadron steamed into Boca Grande, with crews at the guns. This was the order of the squadron, which was kept during the whole time of the first battle:—

The flagship *OLYMPIA*, *BALTIMORE*, *RALEIGH*, *PETREL*, *CONCORD*, *BOSTON*.

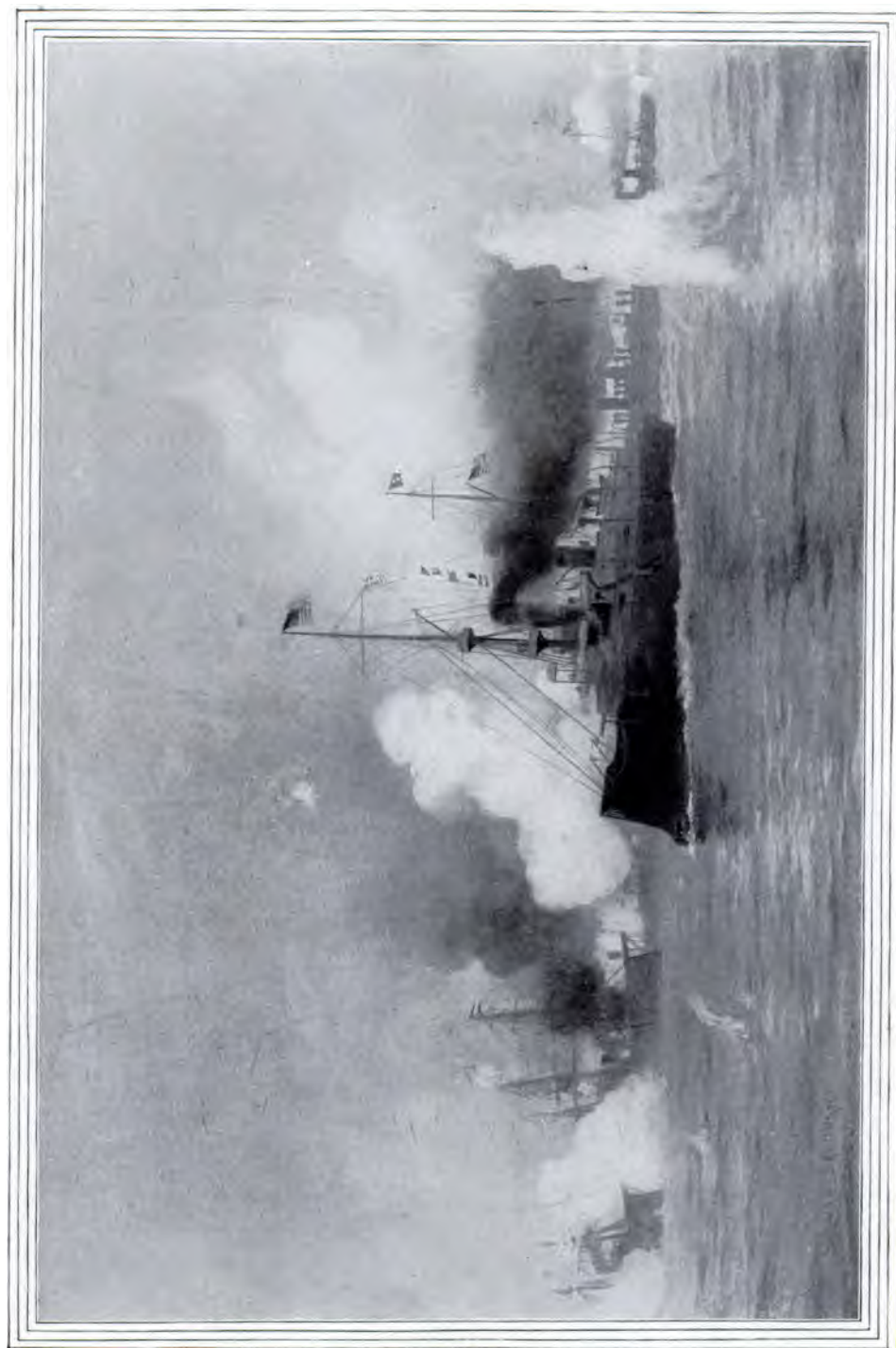
The flagship passed Corregidor Island without a sign being given that the Spaniards were aware of its approach.

Not until the flagship was a mile beyond the Corregidor was a gun fired. Then one heavy shot went screaming over the *Raleigh* and the *Olympia*, followed by a second, which fell further astern.

The *Raleigh*, the *Concord*, and the *Boston* replied, the *Concord's* shells exploding apparently exactly inside the shore battery, which fired no more.

Our squadron slowed down to barely steerage way and the men were allowed to sleep alongside their guns. Commodore Dewey had timed our arrival so that we were within five miles of the city of Manila at day-break.

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THE BATTLE OF MANILA BAY, MAY 1, 1898

We then sighted the Spanish squadron, Rear-Admiral Montojo commanding, off Cavité. Here the Spaniards had a well-equipped navy yard called Cavité Arsenal.

Admiral Montojo's flag was flying on the 3,500-ton protected cruiser *Reina Christina*. The protected *Castilla*, of 3,200 tons, was moored ahead, and astern to the port battery, and to seaward were the cruisers *Don Juan de Austria*, *Don Antonio de Ulloa*, *Isla de Cuba*, *Isla de Luzon*, *El Correo*, *Marques del Duero*, and *General Lezò*.

These ships and the flagship remained under way during most of the action.

With the United States flag flying at all their mast-heads, our ships moved to the attack in line ahead, with the speed of eight knots, first passing in front of Manila, where the action was begun by three batteries mounting guns powerful enough to send a shell over us at a distance of five miles.

The *Concord's* guns boomed out a reply to these batteries with two shots. No more were fired, because Commodore Dewey could not engage with these batteries without sending death and destruction into the crowded city.

As we neared Cavité two very powerful submarine mines were exploded ahead of the flagship. This was at six minutes past five o'clock.

The Spaniards evidently had misjudged our position. Immense volumes of water were thrown high in the air by these destroyers, but no harm was done to our ships.

Commodore Dewey had fought with Farragut at New Orleans and Mobile Bay, where he had his first experience

with torpedoes. Not knowing how many more mines there might be ahead, he still kept on without faltering.

No other mines exploded, however, and it is believed that the Spaniards had only these two in place.

Only a few minutes later the shore battery at Cavité Point sent over the flagship a shot that nearly hit the battery in Manila, but soon the guns got a better range, and the shells began to strike near us or burst close aboard from both the batteries and the Spanish vessels.

The heat was intense. Men stripped off all clothing except their trousers.

As the *Olympia* drew nearer all was silent on board as if the ship had been empty, except for the whirr of blowers and the throb of engines.

Suddenly a shell burst directly over us.

From the boatswain's mate at the after 5-inch gun came a hoarse cry.

"REMEMBER THE MAINE!" arose from the throats of five hundred men at the guns.

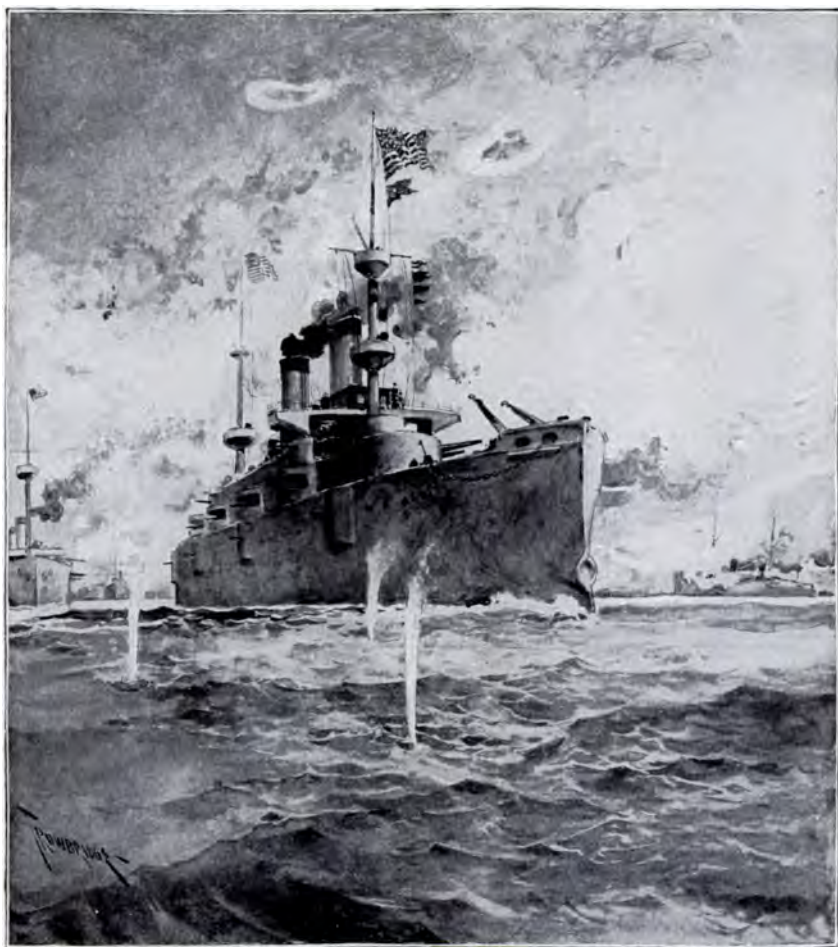
This watchword was caught up in turrets and fire-rooms, wherever seaman or fireman stood at his post.

"Remember the *Maine*!" had rung out for defiance and revenge. Its utterance seemed unpremeditated, but was evidently in every man's mind, and now that the moment had come to make adequate reply to the murder of the *Maine's* crew, every man shouted what was in his heart.

The *Olympia* was now ready to begin the fight.

Commodore Dewey, his chief of staff, Commander Lamberton, and aid and myself, with Executive Officer

Lieutenant Rees and Navigator Lieutenant Calkins, who conned ship most admirably, were on the forward bridge.



THE FLAGSHIP "OLYMPIA" LEADING THE FLEET INTO ACTION

Captain Gridley was in the conning tower, as it was thought unsafe to risk losing all the senior officers by one shell.

"You may fire when ready, Gridley," said the Commodore, and at nineteen minutes of six o'clock, at a

distance of 5,500 yards, the starboard 8-inch gun in the forward turret roared forth a compliment to the Spanish forts.

Presently similar guns from the *Baltimore* and the *Boston* sent 250-pound shells hurtling toward the *Castilla* and the *Reina Christina*.

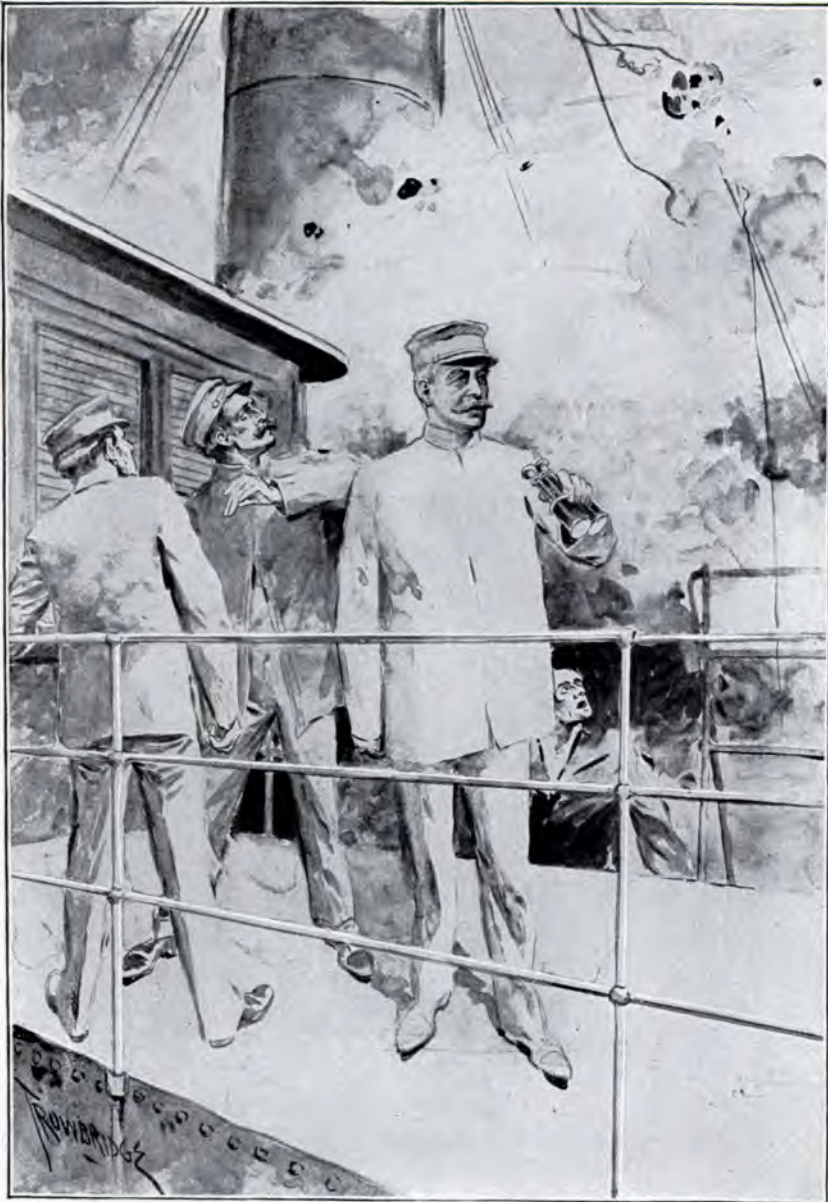
The Spaniards seemed encouraged to fire faster, knowing exactly our distance, while we had to guess theirs. Their ships and shore guns were making things hot for us.

The piercing scream of shot was varied often by the bursting of time fuse shells, fragments of which would lash the water like shrapnel or cut our hull and rigging.

One large shell that was coming straight at the *Olympia's* forward bridge fortunately fell within less than one hundred feet away. One fragment cut the rigging exactly over the heads of Lamberton, Rees, and myself.

Another struck the bridge gratings in line with it. A third passed just under Commodore Dewey and gouged a hole in the deck. Incidents like these were plentiful.

Our men naturally chafed at being exposed without returning fire from all our guns, but laughed at danger and chatted good-humoredly. A few nervous fellows could not help dodging mechanically when shells would burst right over them or close board, or would strike the water and pass overhead, with the peculiar spluttering roar made by a tumbling rifled projectile.



GEORGE DEWEY ON THE BRIDGE OF THE "OLYMPIA" DURING THE BATTLE

Still the flagship steered for the centre of the Spanish line, and, as our other ships were astern, the *Olympia* received most of the Spaniards' attention.

"Open with all guns," said Dewey, and the ship brought her port broadside bearing.

The roar of all the flagship's 5-inch rapid firers was followed by the deep diapason of her after-turret 8-inchers.

Soon other vessels were equally hard at work, and we could see that our shells were making Cavité harbor hotter for the Spaniards than they had made the approach for us.

Protected by their shore batteries and made safe from close attack by shallow water, the Spaniards were in a strong position. They put up a gallant fight.

The Spanish ships were sailing back and forth behind the *Castilla*, and their fire, too, was hot.

One shot struck the *Baltimore* and passed clean through her, fortunately hitting no one. Another ripped up her main deck, disabled a 6-inch gun, and exploded a box of 3-pounder ammunition, wounding eight men.

The *Olympia* was struck abreast the gun in the ward-room by a shell which burst outside, doing little damage.

The signal halyards were cut from Lieutenant Brumby's hand on the after bridge. A shell entered the *Boston's* port quarter and burst in Ensign Dodridge's stateroom, starting a hot fire, and fire was also caused by a shell which burst in the port hammock netting. Both these fires were quickly put out.

Another shell passed through the *Boston's* foremast just in front of Captain Wildes, on the bridge.

After having made four runs along the Spanish line, finding the chart incorrect, Lieutenant Calkins, the *Olympia's* navigator, told the Commodore he believed he could take the ship nearer the enemy, with lead going to watch the depth of water. The flagship started over the course for the fifth time, running within two thousand yards of the Spanish vessels.

At this range even 6-pounders were effective, and the storm of shells poured upon the unfortunate Spanish began to show marked results.

Three of the enemy's vessels were seen burning and their fire slackened.

On finishing this run Commodore Dewey decided to give the men breakfast, as they had been at the guns two hours with only one cup of coffee to sustain them. Action ceased temporarily at twenty-five minutes of eight o'clock, the other ships passing the flagship and the men cheering lustily.

Our ships remained beyond range of the enemy's guns until ten minutes of eleven o'clock, when the signal for close action again went up. The *Baltimore* had the place of honor in the lead, with the flagship following and the other ships as before.

The *Baltimore* began firing at the Spanish ships and batteries at sixteen minutes past eleven o'clock, making a series of hits as if at target practice.

The Spaniards replied very slowly, and the Commodore signaled the *Raleigh*, the *Boston*, the *Concord*, and

the *Petrel* to go into the inner harbor and destroy all the enemy's ships.

By her light draught the little *Petrel* was enabled to move within one thousand yards. Here, firing swiftly, but accurately, she commanded everything still flying the Spanish flag.

Other ships were also doing their whole duty, and soon not one red and yellow ensign remained aloft, except on a battery up the coast.

The Spanish flagship and the *Castilla* had long been burning fiercely, and the last vessel to be abandoned was the *Don Antonio de Ulloa*, which lurched over and sank.

Then the Spanish flag on the arsenal staff was hauled down, and at half-past twelve o'clock a white flag was hoisted there. Signal was made to the *Petrel* to destroy all the vessels in the inner harbor, and Lieutenant Hughes, with an armed boat's crew, set fire to the *Don Juan de Austria*, *Marques del Duero*, the *Isla de Cuba*, and the *El Correo*.

The large transport *Manila* and many tug boats and small craft fell into our hands.

"Capture or destroy Spanish squadron," were Dewey's orders. Never were instructions more effectually carried out.

Within seven hours after arriving on the scene of action nothing remained to be done.

Five days after the date of the foregoing dispatches, the same correspondent reviewed the story of the battle at greater length, and we deem this second dispatch of

sufficient importance to give it a place in this permanent story of the Battle of Manila Bay.



THE "OLYMPIA'S" CREW CHEERING THE COMMODORE

It was in the latter part of last February that Commodore George Dewey, commanding the Asiatic station

of the United States Navy, began to feel that the drift of events was toward a warlike rather than a peaceful settlement of our differences with Spain. At any rate, he decided to bring all his squadron together, and he chose Hong-Kong as the place of rendezvous for strategic reasons, the importance and value of which were fully justified by subsequent events.

The vessels attached to this station were as follows:—

Olympia, flagship, Captain C. V. Gridley, commanding; *Boston*, Captain Frank Wildes; *Concord*, Commander Asa Walker; *Pétrel*, Commander E. P. Wood. The *Raleigh*, Captain J. B. Coghlan commanding, arrived from New York soon afterward; and just before the Battle of Manila Bay the *Baltimore*, commanded by Captain N. M. Dyer, was detached from the Pacific station and given to Commodore Dewey.

These vessels were all cruisers—not, as many people have erroneously supposed, “ironclads,” or armored battle-ships. Except the armor four inches thick around the turret guns of the *Olympia*, there was no armor in the squadron. These six cruisers may be briefly summed up as follows:—

The 5,800-ton *Olympia*, carrying four 8-inch and ten rapid-fire 5-inch guns and fourteen 6-pounders, with Lieutenant C. P. Rees as executive officer.

The 4,400-ton *Baltimore*, four 8-inch and six 6-inch rifles and two 6-pounders, with Lieutenant-Commander J. B. Briggs as executive officer.

The 3,000-ton *Boston*, carrying two 8-inch and six 6-inch rifles and two 6-pounders, with Lieutenant-Commander J. A. Norris as executive officer.

The 3,200-ton *Raleigh*, carrying one 6-inch and ten rapid-fire 5-inch guns, with Lieutenant-Commander Frederic Singer as executive officer.

The 1,700-ton *Concord*, carrying six 6-inch rifles and two 6-pounders, with Lieutenant-Commander G. P. Colvocoresses as executive officer.

The 900-ton *Petrel*, carrying four 6-inch rifles, with Lieutenant E. M. Hughes as executive officer.

The total number of officers and men in the squadron was 1,695. There were, of course, some vacancies in the ship's companies, but just before sailing for Manila the Commodore brought one hundred men and several officers from the obsolete *Monocacy* and filled up the complements of his active ships.

Accompanying the squadron was the revenue cutter *Hugh McCulloch*, which had arrived at Hong-Kong on her way from New York to the Pacific coast. She carried four light pieces, and was commanded by Captain Hodgson, of the Revenue Marine Service, who was ordered by the Secretary of the Treasury to report to Commodore Dewey for duty as a dispatch vessel or for any other service that she might be found capable to perform.

Two merchant steamers, the *Nanshan*, laden with 3,000 tons of Cardiff coal, and the *Zafiro*, carrying 7,000 tons of similar coal, having been bought by Commodore Dewey, went with the squadron. They were not taken into the navy, but were regarded merely as merchant vessels owned by the United States. Their officers and crews all gave notice of their intention to become United States citizens, and remained on board to navigate the vessels as needed.

Commodore Dewey withdrew from the harbor of Hong-Kong on Monday, April 25, in response to a request from the Acting Governor of Hong-Kong. The Commodore remained at Mirs Bay, in Chinese waters, about thirty miles from Hong-Kong, until the afternoon of Wednesday, the 27th, when he sailed for the Philippines.

Owing to the necessity of economy in the use of coal, as well as the danger of driving into the rather heavy sea that was running, a speed of about eight knots was maintained in making the trip to the Philippines. Even at this slow speed the heavily laden *Nanshan* and *Zafiro* made a decidedly wet voyage, and the *Petrel* also pitched and rolled deeply.

Gun drills and other exercises kept the officers and men occupied continuously during this run, and from the time the squadron left Mirs Bay until it came into the presence of the enemy there was not an hour in which preparations for battle were not under way.

When the tired ship's company had finished its day's work on Wednesday, and the *Olympia* had settled down to the quiet of the first watch, the stillness was broken with abrupt harshness by the blare of the bugle, red and white lights flashed up and down the masts of all the ships in response to the Commodore's peremptory signal, "Prepare for action," and in two minutes each vessel was alive with men, who only a few minutes before had been sleeping soundly.

From the bridge of the flagship sharply uttered orders proceeded, and in seven minutes the executive officer

was able to report to Captain Gridley: "The ship is ready for action, sir."

Looking back along the line of ships, dimly visible in the moonlight, it was easy to see that every one of them was stripped for battle also, and the Commodore was naturally greatly pleased with the quick and thorough response to his signal.

When the squadron left Mirs Bay no official notice that war existed had been received from Washington, but private cable messages of Tuesday had brought the news that Congress had declared war upon Spain, to date from April 21. Accordingly, at the usual "quarters for inspection," Wednesday evening, the division officers made the announcement to the men that war existed, and the rousing cheer that went up from every division showed that the men regarded the long-expected news with the keenest satisfaction.

A little while later, when the men read on the bulletin board the bombastic proclamation of the governor of the Philippine Islands, the roar of derisive laughter that went up from the whole berth deck was an indication that the men were only anxiously longing for a chance to show the new "*Furioso*" what they thought about him and his proclamation.

Bandmaster Valifuoco selected the music for the evening concert on Thursday with special reference to rousing the patriotism of the "boys in blue," choosing many of the airs that were popular in the North during the Civil War; but though these were favorably received, it was not till the band struck up "Yankee

Doodle" that the boys cheered. When the concert closed with "Star-Spangled Banner," the voices of at least fifty men took up the words of each verse, the young apprentices particularly being prominent in the lead, and the chorus spread through the ship from fore-castle to cabin with an enthusiasm that carried the hearts of all on board.



THE MEN BEHIND THE GUNS

Searchlight and night signal exercise took place during a large part of the first watch Thursday night, and the progress made in working both the lights and the signals was very satisfactory.

Friday was passed without incident, except that the weather became very warm and muggy, and the work

of the men below deck, particularly in the fire rooms and engine rooms, was exhausting far beyond what it had been at any previous time this year.

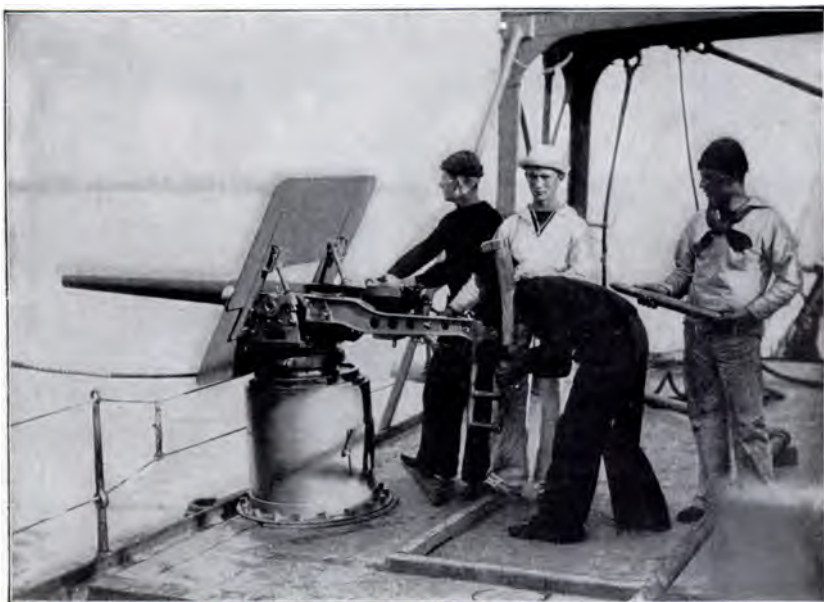
In spite of the heat and the rather heavy sea, however, the men did their work so thoroughly that every ship kept her position with a precision that I have never seen surpassed even in merely practice evolutions.

Land—the Island of Luzon—was sighted early Saturday morning, and being now in close proximity to the enemy the whole squadron began its final preparations for the battle that every one knew was near at hand. Aboard the *Olympia* and *Baltimore*, and possibly some of the other ships, the sheet chain cable was “bighted,” or coiled, around the ammunition hoists so as to give them considerable protection. There is little doubt that these improvised shields would have kept out many a shell if the Spaniards had shot straight enough to hit them. Nets of tough, pliable manila rope, about as thick as one’s little finger, were stretched beneath all the boats and were drawn across the front of the wardroom bulkheads. These splinter-nets were intended to prevent the woodwork from throwing deadly missiles when struck by shot or shell.

All unnecessary material was thrown overboard, and in most of the ships the men preferred to dispense with many of their usual comforts rather than to keep dangerous woodwork in the parts of the ships where they would have to do their fighting. Mess chests, mess tables, ditty boxes, chairs, wardroom bulkheads, and a vast quantity of other impedimenta, went swimming also,

and if the currents had happened to take the stuff ashore the Luzon islanders would have reaped a rich harvest.

When a few miles distant from Subic Bay, a rather deep opening in the bold and rugged coast, the *Boston* and the *Concord* were sent ahead to learn whether any part of the Spanish squadron was hidden there. Later



HOTCHKISS RAPID-FIRE GUN

they were reinforced by the *Baltimore*, the three vessels moving at a speed of about fifteen knots, while the other three remained with the transports and steamed at only six knots. In the afternoon the three scouting vessels came back, having explored Subic Bay without finding any craft there except a few small sloops and schooners, which were overhauled, but not otherwise disturbed.

Commanding officers now came over to the flagship, all vessels lying motionless on an absolutely calm sea. When the war council broke up we soon learned that the Commodore had told his captains that he intended to enter Manila Bay that night, largely because he felt sure that the Spaniards would not expect him until the favorite reckoning day in Spanish affairs, "*manana*." Then our ships idled along at a speed of about four knots, not wishing to appear off the entrance to Manila Bay too early.

The moon had risen, and although it was occasionally obscured by light clouds, the night was not one in which a squadron ought to have been able to run through a well-defended channel without drawing upon herself a hot fire. Consequently, at a quarter to ten o'clock, the men were sent to their guns, not by the usual bugle call, but by stealthily whispered word of mouth.

Every man was long since ready, and the final steps of battle clearing were completed in deathlike silence in a very few minutes. Off to port we could see the sullen "loom of the land," where, for all we knew, the enemy was already watching our approach. Astern we could dimly make out the phantom-like hulls of our consorts. Not a light was permitted to show in any vessel except one at the very stern, which was necessary as a guide for the following ship, and this one was shaded on each side.

The speed was increased to eight knots, and we slipped past the batteries that we believed existed on

the point north of the entrance, without seeing anything to lead us to think we had been seen. Then Corregidor Island came abeam, and every glass was turned on its frowning front; but not until we had swung into the chief channel—Boca Grande, as it is called—did the look-outs of Corregidor catch sight of us.

Then a bright light flashed up in the centre of the island, and it was answered by a similar one on the north shore. At last a rather feeble rocket staggered aloft over Corregidor, and we felt sure we should soon hear from their guns. But no; on we went, deeper and deeper into the bay, and still no hostile move was made.

Not until most of the squadron had passed the narrowest part of the entrance did a gun greet us.

Shortly after eleven o'clock a bright flash on our port-quarter was followed by the boom of a heavy gun, and simultaneously we heard the vindictive whistle of a shot far over our heads.

The first hostile shot had been fired and the fight was on.

The battery whence this shot had come was too far astern to receive any return fire from the *Olympia*, but the Commodore was somewhat uneasy about the three noncombatant ships. He, therefore, signaled to the *McCulloch* to take position on the flagship's port-quarter, as in that place she and the two that were following her would be less exposed to attack.

A few minutes later the *McCulloch* signaled that her chief engineer had been taken with a stroke of heat prostration, and medical consultation was asked for. Chief-

Engineer Randall died twenty minutes after, and his was the only life lost in the operation before Manila.

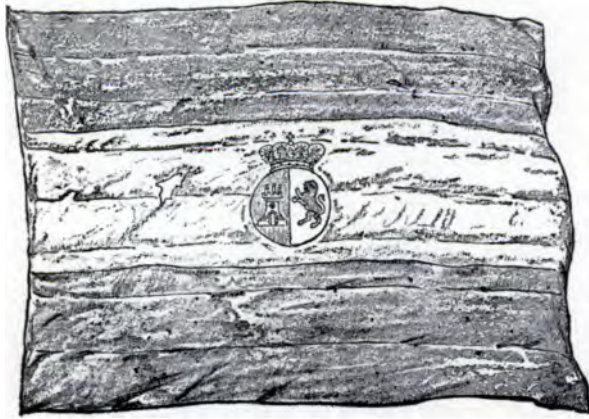
The *Raleigh*, which was steaming along third in line, had the honor of firing the first shot in anger on our side. One of her 5-inch guns returned a ready response to the Spaniards' tardy salutation, and presently the *Boston* followed suit. Then another shot came from the shore batteries, and as our ships were on the close lookout for the flash the *Concord* placed the 6-inch shell so exactly over the spot whence the enemy had fired that we felt confident of its good results. We heard afterward that this shell had burst among the Spanish gunners, killing several, and if this report be true it was a marvelous shot. At any rate, there were no more shots fired from shore, and as the Commodore did not want to waste time on the batteries the squadron kept on its course.

Speed was now reduced to less than three knots, as there was no haste. The Commodore wished to arrive off Manila at the first break of dawn, but not earlier. The men were ordered to lie down beside their guns to get what sleep they could, and the very strictest lookout was kept for the enemy's ships and torpedo boats.

At four o'clock coffee and hardtack were served to the men, and the officers were glad to get the same frugal provender. The lights of Manila had long been in sight, and Lieutenant Calkins, the navigator, knew his position to a nicety. Indeed, much of the success of this bold entry to Manila Bay by night was due to the skill and judgment of the navigator, who continued his patient and harassing labors all through the battle with never-failing

accuracy and success. It should be remembered that navigating a harbor that is well lighted and buoyed is not always the easiest thing in the world, and in this case Lieutenant Calkins had no lights or range marks to guide him. I am informed that special mention of this officer was made in the official dispatches, and he certainly deserved it.

The dawn began about half-past four o'clock, when we were almost six miles from Manila. As the sun came up



THE FLAG OF CAVITE. CAPTURED BY THE AMERICANS

exactly behind the city. the shadow cast by the land obscured the harbor foreground. Finally we made out the presence of a group of vessels in the port, but before five o'clock we were able to recognize them as merchant ships.

Our cruisers were now in close battle order, the flagship leading, followed by the *Baltimore*, the *Raleigh*, the *Petrel*, the *Concord*, and the *Boston*. We had passed to the northward of Manila, and were holding to the south, when we sighted the Spanish squadron in the little bay of Cavité (pronounced "*Kahveetay*," if you please, with a marked

accent on the *vee*). At this point we knew the Spaniards had a well-equipped navy yard, which they called Cavité Arsenal. The officer in command of this arsenal, Rear-Admiral Patricio Montojo Pasaron, was also the commander-in-chief of the squadron, the second in rank being Commandante General Enrique Soston y Ordennes, a captain in the navy.

Following is a list and brief summary of the important characteristics of the vessels in Admiral Montojo's command:—

Reina Christina, flagship, Captain L. Cadarso commanding, 3,500 tons; battery, six 6.2-inch, two 2.7-inch, six 6-pounders, and six 3-pounder rapid-fire guns; speed, 17.5 knots; crew, 400 officers and men.

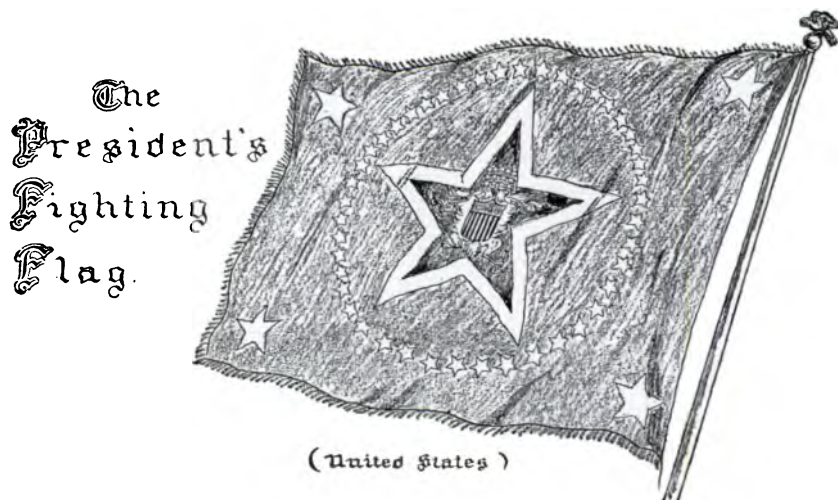
Castilla, Captain A. M. de Oliva, commanding; 3,334 tons; battery, four 5.9-inch, two 4.7-inch, two 3.3-inch, four 2.9-inch, and eight 6-pounder rapid-fire guns; speed, 14 knots; crew, 300.

Isla de Cuba, Captain J. Sidrach, and *Isla de Luzon*, Captain J. De le Herian; 1,030 tons each; battery, four 4.7-inch, four 6-pounder, and two 3-pounder rapid-fire guns; speed, 16 knots; crew, 200 each.

Don Antonio de Ulloa, Captain E. Robion, and *Don Juan de Austria*, Captain J. de la Consha; 1,130 tons; batteries, four 4.7-inch, two 2.7-inch, and two 3-pounder rapid-fire guns; speed, 14 knots; crew, 200 men each.

General Lezo, Commander R. Benevento, and *Marques del Duero*, Commander S. Morena Guerra; 524 and 500 tons, respectively; batteries, two 4.7-inch, and one 3.5-inch, and two 3-pounder rapid-fire guns; speed, about 11 knots; crew, 100.

The *Velasco* was also in the harbor, but she was undergoing repairs, and her guns—three 5.9-inch and two 2.7-inch rapid-fire guns—were mounted in earthworks on shore. There were four torpedo boats, two of which were sunk during the action, and two fine transports, the *Manila* and the *Isla de Mindanao*, one of which was captured and the other sunk.



THE PRESIDENT'S FIGHTING FLAG

It will be seen that the Spanish squadron was somewhat inferior to the attacking fleet. If it had been obliged to come out into the open sea to fight it would not have had a ghost of a chance. But that which gave the Spaniards an equalizing element was the position they had taken under the protection of shore batteries.

It is estimated by all experts that one gun mounted on shore is worth several aboard ship. It has a fixed platform, and is, therefore, able to fire with much greater accuracy.

Another great advantage our enemy had was the knowledge of the exact distance of our ships at all times during the action. Having no range marks to go by, and receiving no aid from the few range finders installed in our vessels, it was an exceedingly difficult matter for our officers to determine the proper elevation to be given to our sights.

We were constantly moving—sometimes in and sometimes across the lines of fire—so that even when a shot was seen to strike in the right spot it was no guide for the next one. At a distance of four thousand yards or less the Spaniards ought not to have missed one shot in five, especially from their shore batteries, and the fact that we suffered so little is the best evidence that our enemies were not capable of taking advantage of all their opportunities.

Five times we made the circuit in front of the Spanish position, as I have already fully described in my cable dispatches. From the bridge of the flagship I was able to watch every move of our own and the enemy's vessels, and seeing the storm of shells striking about us or bursting close aboard the ships of our squadron, we had good reason for fearing that our loss had been heavy.

Of course we knew that the *Olympia* had escaped without casualties, but as we had a dozen hairbreadth misses it did not seem possible that our consorts had been equally fortunate. I began, at first, to keep count of the shells which just barely cleared our hull or which burst right in our faces, for I had an idea that the fight would not last more than half an hour at the outside, and I

thought it would be interesting to know how many times we escaped being hit, but I got tired of that very soon.

When a shell comes straight along through the air one does not have time to catch sight of it till it has passed, although one has no difficulty in knowing that it has been trying to scrape an acquaintance, as many shells did. It screams out its salutation only a few feet away from one's head. But when it bursts in the air before



MAP OF MANILA BAY

one's face the air seems to be full of chunks of metal, some of them apparently the size of a washboiler, and then one is liable to lose the faculty of differentiating between the fragments and the whole shell.

So I stopped trying to count, for fear I should be accused of exaggeration.

Another very unpleasant thing about the Spanish shells was the way they had of coming at us even when they had not been properly aimed. Thus it often happened that a projectile which not only fell short, but

which was not even a good line shot, would be "upset" by its impact with the water, and would come tumbling, end over end, far out of its original direction.

And how these fellows did roar, plainly visible, if they came anywhere near us, and as they rose from the water and spun around and around they seemed to be about the size of a barrel, especially if an observer happened to be close to the line of their eccentric flight.

When the *Baltimore* went in and cleared out the shore batteries in the second action, what cheers she got from the *Olympia's* men, who had been at the front during the whole of the first fight! And they yelled with glee again when the little *Petrel* went into the inner harbor and finished off the craft that still were afloat.

It was not long then ere the Spanish flag was down from the arsenal and the white flag in its place; whereupon, of course, everybody on our side cheered again. The affair was thus all finished between five o'clock and half-past twelve. Commodore Dewey took the squadron back to an anchorage off Manila and sent word to the foolish braggart of a governor that if one shot were fired at our squadron from the Manila batteries he would lay the city in ashes.

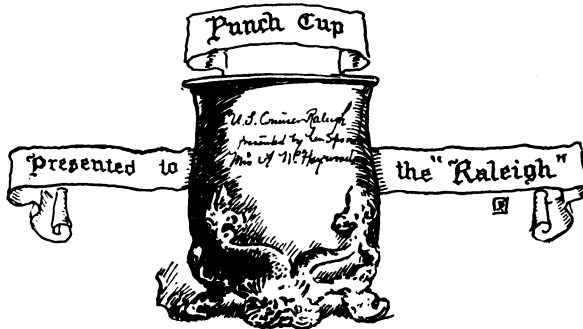
Up to the time I left Manila Bay in the dispatch boat *McCulloch*, the governor was carefully refraining from doing anything to displease the Commodore.

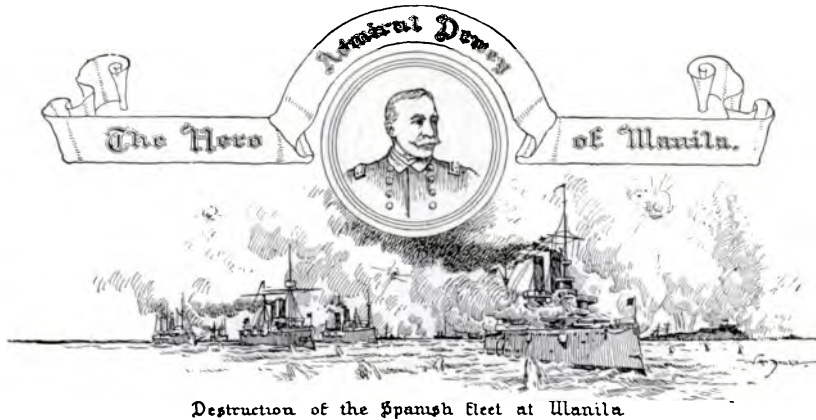
The submarine cable to Hong-Kong was cut by the steamer *Zafiro* on the day after the action, because the governor would not permit the cable operators to transmit our messages.

The next morning the *Baltimore* and the *Raleigh* went down the bay and destroyed six batteries at the entrance. The Spanish garrison did not find it convenient to be "at home" when this was done, and therefore there was no "hard feeling" created at the time.

On Monday, also, we took possession of the arsenal, as I cabled you as soon as I reached Hong-Kong, and the active events for the time being were wound up by the burial of the Spanish dead and the transfer to Manila of the Spanish wounded to save them from the swarms of native "looters" who had been informed of the Spanish defeat by the burning war-ships in Cavité Bay.

Thursday the *McCulloch* sailed for Hong-Kong, and so ended the first chapter of the Manila campaign.





Destruction of the Spanish fleet at Manila

CHAPTER IX

THE ADMIRAL'S OWN STORY

DESCRIPTION OF THE BATTLE AS WRITTEN BY GEORGE DEWEY
HIMSELF—BATTLE WAS HARD FOUGHT—LESSONS FROM
THE VICTORY—THE ENGAGEMENT AS VIEWED BY UNITED
STATES CONSUL WILLIAMS AT MANILA



Wreck of the "Castilla."

THE newspaper reports of the Battle of Manila were both sensational and apparently accurate; yet thousands of the American people could hardly believe such a complete victory, with so insignificant a loss to the American fleet, possible, and the official report of Rear-Admiral Dewey was awaited with unusual interest. At last it came, greatly to the relief of an anxious people and of the officials at Washington. We give the report in full:—

FLAGSHIP OLYMPIA, MAY 4, 1898.

. . . The squadron left Mirs Bay on April 27. . . . Arrived off Bolinao on the morning of April 30, and finding no vessels there, proceeded down the coast and arrived off the entrance to Manila Bay on the same afternoon. The *Boston* and *Concord* were sent to reconnoitre Port Subic. . . . A thorough search of the port was made by the *Boston* and the *Concord*, but the Spanish fleet was not found. . . .

Entered the south channel at 11:30 P. M., steaming in column at eight knots. After half the squadron had passed, a battery on the south side of the channel opened fire, none of the shots taking effect. The *Boston* and *McCulloch* returned the fire.

The squadron proceeded across the bay at slow speed and arrived off Manila at daybreak and was fired upon at 5:15 A. M., by three batteries at Manila and two near Cavité, and by the Spanish fleet anchored in an approximately east and west line across the mouth of Baker Bay, with their left in shoal water in Canacao Bay.

The squadron then proceeded to the attack, the flagship *Olympia*, under my personal direction, leading, followed at distance by the *Baltimore*, *Raleigh*, *Petrel*, *Concord*, and *Boston*, in the order named, which formation was maintained throughout the action.

The squadron opened fire at 5:41 A. M. While advancing to the attack, two mines were exploded ahead of the flagship, too far to be effective. The squadron maintained a continuous and precise fire, at ranges varying from 5,000 to 2,000 yards, countermarching in a line approximately

parallel to that of the Spanish fleet. The enemy's fire was vigorous but generally ineffective.

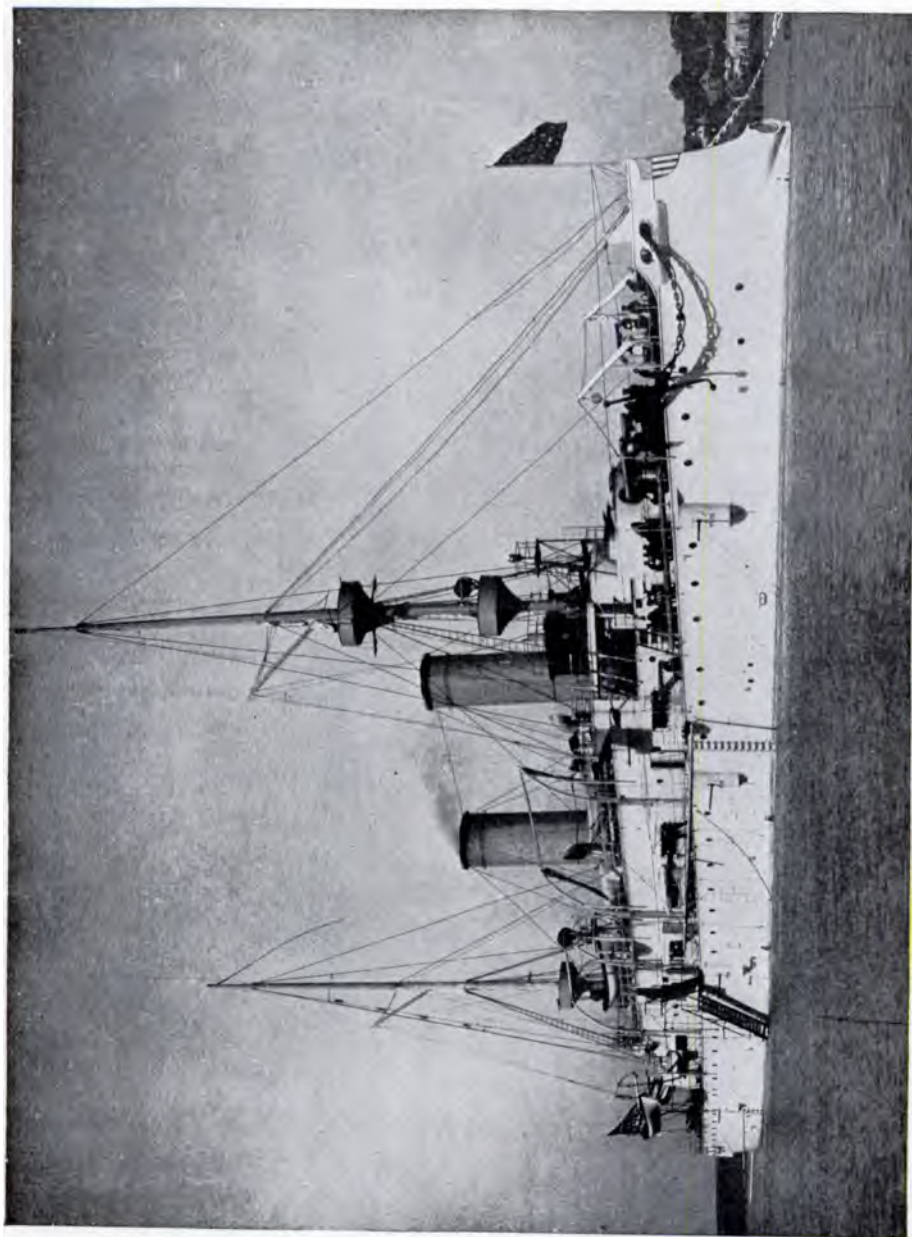
Early in the engagement two launches came out toward the *Olympia* with the apparent intention of sinking torpedoes. One was sunk and the other disabled by our fire and beached, before an opportunity occurred to fire torpedoes.

At 7 A. M. the Spanish flagship *Reina Christina* made a desperate attempt to leave the line and come out to engage at short range, but was received with such galling fire, the entire battery of the *Olympia* being concentrated upon her, that she was barely able to return to the shelter of the point.

The fires started in her by our shells at this time were not extinguished until she sank. . . . The three batteries at Manila had kept up a continuous report from the beginning of the engagement, which fire was not returned by this squadron. The first of these batteries was situated on the south mole head, at the entrance to the Pasig River. The second on the south bastion of the walled city of Manila and the third at Malate, about one-half mile further south.

At this point I sent a message to the Governor-General to the effect that if the batteries did not cease firing the city would be shelled. This had the effect of silencing them.

At 7:35 A. M. I ceased firing and withdrew the squadron for breakfast. At 11:16 A. M. returned to the attack. By this time the Spanish flagship and almost the entire Spanish fleet were in flames. At 12:30 P. M. the squadron



OLYMPIA, U. S. N.

ceased firing, the batteries being silenced and the ships sunk, burnt, and deserted. At 12:40 P. M. the squadron returned and anchored off Manila, the *Petrel* being left behind to complete the destruction of the smaller gunboats, which were behind the point of Cavité.

This duty was performed by Commander E. P. Wood, in the most expeditious and complete manner possible. The Spanish lost the following vessels: Sunk—*Reina Christina*, *Castilla*, *Don Antonio de Ulloa*; burned—*Don Juan de Austria*, *Isla de Luzon*, *Isla de Cuba*, *General Lezo*, *Marques del Duero*, *El Correo*, *Velasco*, and *Isla de Mindanao* (transport); captured—*Rapido* and *Hercules* (tugs) and several small launches.

I am unable to obtain complete accounts of the enemy's killed and wounded, but believe their losses to be very heavy. The *Reina Christina* alone had one hundred and fifty killed, including the captain, and ninety wounded. I am happy to report that the damage done to the squadron under my command was inconsiderable. There were none killed and only seven men in the squadron slightly wounded. . . .

Several of the vessels were struck and even penetrated, but the damage was of the lightest, and the squadron is in as good condition now as before the battle.

I beg to state to the department that I doubt if any commander-in-chief was ever served by more loyal, efficient, and gallant captains than those of the squadron now under my command.

Captain Frank Wildes, commanding the *Boston*, volunteered to remain in command of his vessel, although his

relief arrived before leaving Hong-Kong. Assistant-Surgeon Kindleberger, of the *Olympia*, and Gunner J. C. Evans, of the *Boston*, also volunteered to remain after orders detaching them had arrived.

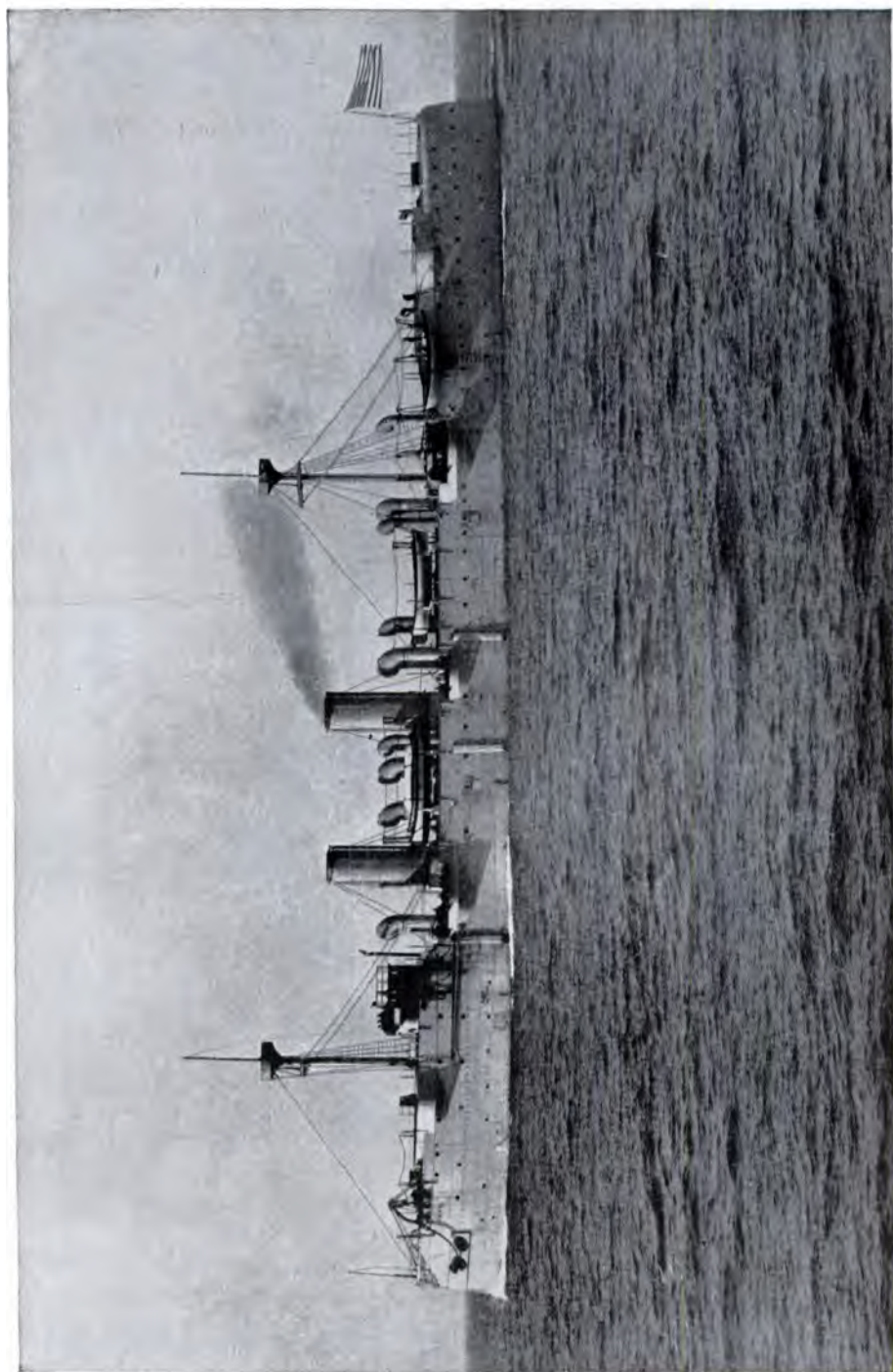
The conduct of my personal staff was excellent. Commander B. P. Lamberton, chief-of-staff, was a volunteer for that position and gave me most efficient aid. Lieutenant Brumby, flag lieutenant, and Ensign W. P. Scott, aid, performed their duties as signal officers in a highly creditable manner.

The *Olympia* being short of officers for the battery, Ensign H. H. Caldwell, flag secretary, volunteered for and was assigned to a subdivision of the 5-inch battery. Mr. J. L. Stickney, formerly an officer in the United States Navy, and now correspondent for the New York Herald, volunteered for duty as my aid, and rendered valuable services.

I desire specially to mention the coolness of Lieutenant C. G. Calkins, the navigator of the *Olympia*, who came under my personal observation, being on the bridge with me throughout the entire action, and giving the ranges to the guns with an accuracy that was proven by the excellency of the firing.

On May 2, the day following the engagement, the squadron again went to Cavité, where it remains. . . . On the third, the military forces evacuated the Cavité arsenal which was taken possession of by a landing party.

On the same day the *Raleigh* and *Baltimore* secured the surrender of the batteries on Corregidor Island, paroling the garrison and destroying the guns. On the morning of



BALTIMORE, U. S. N.

May 4, the transport *Manila*, which had been aground in Baker Bay, was towed off and made a prize.

[Signed]

GEORGE DEWEY.

To a gentleman who interviewed Admiral George Dewey on board the flagship *Olympia* one month after the smoke of battle had cleared away, that greatest of modern naval heroes gave his own version of the battle as follows:—

“This Battle of Manila Bay was fought in Hong-Kong harbor. That is, the hard work was done there; the execution here was not difficult.

“With the co-operation of the officers of the fleet, my plans were carefully studied out there, and no detail omitted. Any man who had a suggestion to offer was heard, and if it was a good one it was adopted. After the indications of war were so strong that it appeared inevitable, I devoted my time and energies to making every preparation possible.

“When we left Hong-Kong and anchored in Mirs Bay, outside of the neutrality limits, I had determined upon my line of action. When we left there, a few days later, we sailed away ready for battle, and expecting it as soon as we reached the neighborhood of Manila.

“From that hour of departure until we drew out of action, Sunday morning, May 1, after destroying the Spanish squadron, we practically did not stop the engines of our ships. We came directly across from the China post to that of Luzon, headed down toward the entrance of Manila Bay, reconnoitred Subic Bay, where it had been rumored we would find the enemy, made the entrance

to Manila, passed Corregidor Island by the south channel in the darkness of the night, and steamed across the bay close to Manila, where at break of day we discovered the Spanish fleet off Cavité.

"Signaling to prepare for action and follow the flagship, I gave orders to steam past the enemy and engage their ships. The result you can see by looking at the sunken vessels in the harbor.

"Every ship and every man did his duty well, and the marvel of it all is that not one man on our side was killed or even seriously injured. The only harm inflicted on the ships was of a trivial nature, although the Spaniards kept up a lively fire until their gun decks were no longer out of water and they had no men to man the guns.

"The Spanish admiral and officers and crew fought bravely and deserve credit for their valor; but all their vessels were either destroyed or sunk, with a loss of several hundred killed and nearly as many wounded.

"The battle was fiercely contested as long as it lasted; but the superiority of our fleet and ships, guns, men, and marksmanship soon won for us the victory."

Under date of May 8, 1898, one week after the battle, Mr. Henry G. Ladd, a correspondent of the New York Journal, cabled from Hong-Kong the following message, which forms an interesting chapter in the record of events already described:—

"Judging from comments cabled back here, there seems to be an impression that the Battle of Manila was not hard fought. There never was a more unjust

mistake. That the Spaniards were no match for our men is true, but they did their best, in many cases fighting their ships long past the point where surrender would have been justified. They served their guns on some ships while the vessels were burning under them, and more than one crew went down with their ship rather than abandon a hopeless fight.

"When the American fleet began its deadly circling, the *Reina Christina* steamed out alone to attack the *Olympia*. All the *Olympia's* battery was concentrated on the opposing flagship, and at the close range nearly every American shot found its mark. In the face of this terrible fire the *Reina Christina* advanced. She hit the *Olympia* too. The *Olympia* was hit thirteen times.

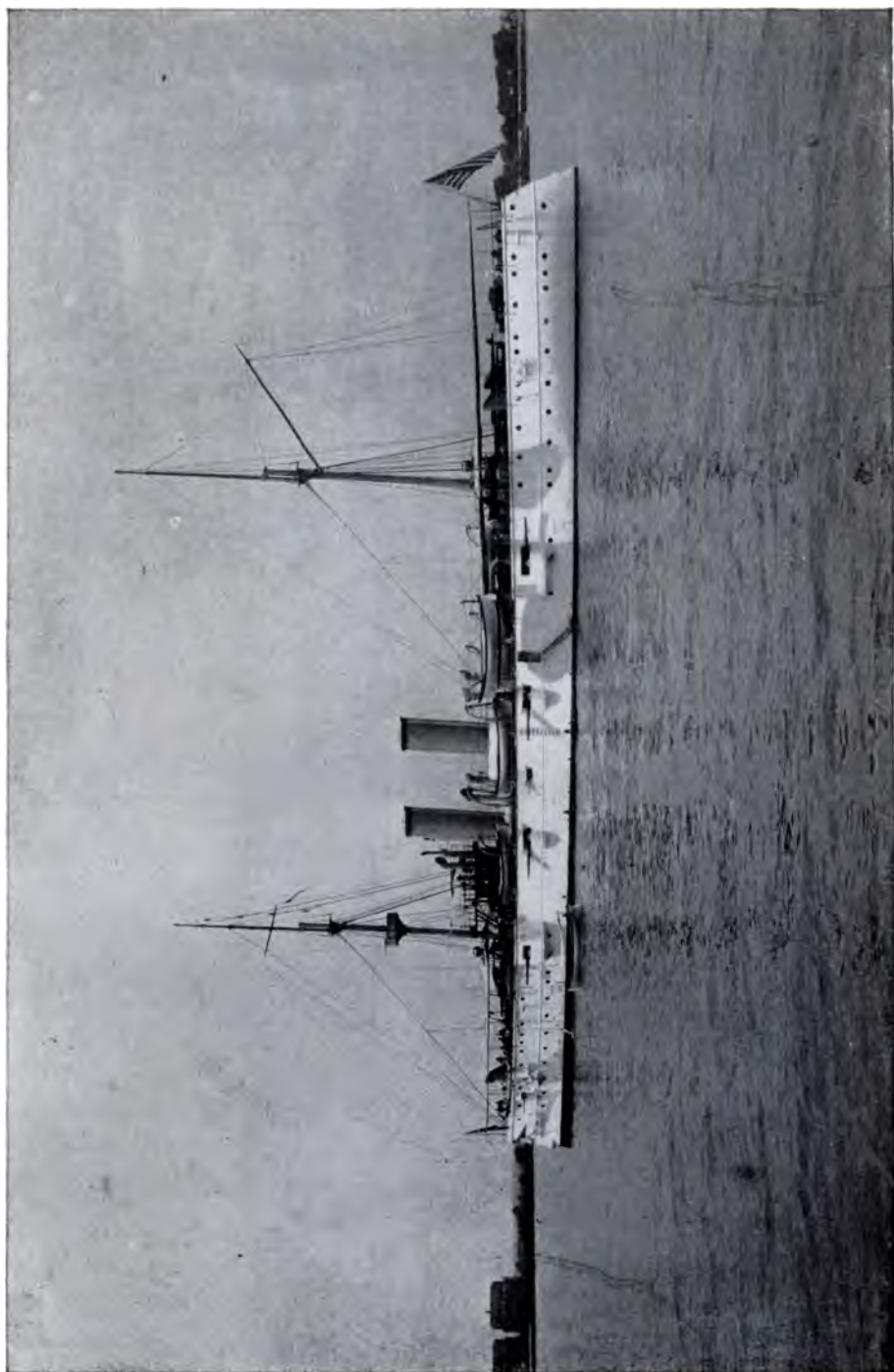
"Dewey fought this fleet from the roof of the pilot house of the *Olympia*, and Captain Lamberton stood beside him. They were entirely without protection. The *Reina Christina's* fire cut away the forward rigging of the *Olympia*, and a 6-inch shell shot away the signal halyards, four feet above the Admiral's head. Admiral Montojo showed just as much bravery. While his flagship was advancing in the teeth of the storm of iron from the *Olympia* he stood on the bridge of the *Reina Christina* beside Captain Cadarso. When the *Reina Christina* turned to go back an 8-inch shell struck her, wrecking her engines and exploding one of her magazines. She was a mass of flame and in imminent danger of total destruction, but the Spanish admiral and his captain stood as calmly on the bridge, in the midst of this hell, as though their movement was part of a naval parade.

"An 8-inch shell from the *Olympia* hit the bridge, fairly shooting it from under the admiral, and killing Captain Cadarso.

"It was not until then that Montojo transferred his pennant to the *Castilla*, and on that wooden ship continued the fight until the *Castilla* was aflame from stem to stern.

"The fight made by the *Don Antonio de Ulloa* was even more heroic. Her hull was riddled, but she fought to the last, and went down with her flag still flying and her crew still aboard. With the *Reina Christina* gone, the *Don Antonio de Ulloa* down, and the *Castilla* a plume of flame, a desperate attempt was made to destroy the *Olympia*.

"Two torpedo boats shot out from the cover of the smoke. It was a move of ghastly daring. There was not one chance in a thousand that they could avoid discovery, and discovery was death. They were within eight hundred yards of the flagship when Dewey signaled to concentrate all the batteries on them. For an instant the water about the needle-like torpedo boats danced and dimpled like the surface of a pond in a rainstorm. Still they came on, while the big American cruiser flamed and roared from every steel throat that could be turned toward her darting, dancing assailants. An 8-inch shell struck the first one full in the centre, exploded, and broke the ship like a straw. Down went both sections, the bow and the stern pointing straight up as the divided boat sank with all on board. The second had her pilot house shot away. The shot turned her head toward the beach, and,



RALEIGH, U. S. N.

either because they could not steer her, or because they wanted her destroyed rather than permit her to become a prize to the Americans, her crew ran her upon the beach.

"When it became obvious that the Spanish fleet was doomed, a final effort was made to cripple the American squadron by sinking our supply ships, the idea being that the Yankees must have more ammunition before they could fight the forts. The two transports lay far in the rear, guarded only by the revenue cutter *McCulloch*. A small gunboat tried to reach the transports while the remainder of the fleet was at the farthest point of the circle from them. Dewey, from the *Olympia's* pilot house, saw the manœuvre and comprehended its terrific import. He signaled, and all the ships that had free batteries in range fired on the Spanish forlorn hope. The *McCulloch* would have been almost a match for the gunboat. Of course, the Spanish vessel was driven back with hull riddled and upper works shattered. The most picturesque feature of the battle was the air of unconcern with which the Americans went through it.

"There were seven men on the *Boston's* bridge with Captain Wildes. Seven shells passed over the bridge. One passed not more than two feet above their heads and burst beyond them, but so close that the base plug of the projectile was driven back on board.

"During all this time Captain Wildes stood with his glasses in one hand, a palm-leaf fan in the other, and a cigar between his lips.

"Paymaster Martin made and served coffee during the whole engagement.

"The little *Petrel* is the proudest ship of the fleet. They have christened her the 'little battleship.' Her light draught enabled her to get close to the forts and the navy yard, and Captain Woods ran her fearlessly into the worst of it. The wonder is that she escaped unscathed.

"When the *Baltimore* was sent to lead the second attack she came nearer to destruction than any vessel of the fleet. Her orders were to silence the shore batteries. She went ahead at full speed, directly across the bay. Her speed saved her, for she passed over two mines.

"Just beyond her two mountains of water rose and burst, one on either side.

"The mines exploded within one hundred yards of her. She was not damaged, but the waves from the explosions chased her, and she rolled and plunged in her onward course. She missed total destruction by less than three seconds.

"Thirty minutes after the *Baltimore* started at the head of the line every gun on shore and every Spanish ship, save the *Don Antonio de Ulloa*, had been either sunk, or burned, or had retreated behind the arsenal.

"The *Don Antonio de Ulloa*, with all her upper works shot away and her decks swept with shell at every broadside from the American fleet, kept on fighting doggedly with her lower guns. She fought until she was cut to pieces, and then went down with all her crew. The *Petrel*, *Concord*, and *Boston* were sent to destroy whatever ships were in the navy yard, but the *Boston*, after twice running aground, left this work to her lighter draught companions. After this work had been done, only the transport *Manila*



PETREL, U. S. N.

remained above water. All the others that had not been destroyed by the Americans had been burned by their crews.

"The *Olympia* was hit thirteen times, eight of the shots touching her hull, but doing no damage. Two shells of the eight that hit the *Baltimore* pierced her hull. Six of the *Baltimore's* crew were slightly injured by the explosion of a shell on her deck, but were not so seriously injured as to quit fighting until the engagement was over. Five million dollars would not pay the Spanish loss on ships and forts. At least four hundred Spaniards were killed and wounded."

To a correspondent, who asked for his ideas of the lessons to be learned from the victory of May 1, Admiral Dewey replied:—

"The first lesson of the battle teaches the importance of American gunnery and good guns.

"It confirms my early experiences under Admiral Faragut, that combats are decided more by skill in gunnery and the quality of the guns than by all else.

"Torpedoes and other appliances are good in their way, but are entirely of secondary importance.

"The Spaniards, with their combined fleet and forts, were equal to us in gun power. But they were unable to harm us because of bad gunnery.

"Constant practice made our gunnery destructive and won the victory.

"The second lesson of this battle is the complete demonstration of the value of high-grade men. Cheap men are not wanted, are not needed, are a loss to the United States Navy.

"We should have none but the very best men behind the guns. It will not do to have able officers and poor men. The men in their class must be the equal of the officers in theirs. We must have the best men filling all the posts on shipboard.

"To make the attainments of the officers valuable we must have, as we have in this fleet, the best men to carry out their commands.

"The third lesson, not less important than the others, is the necessity for inspection. Everything to be used in a battle should have been thoroughly inspected by naval officials.

"If this is done there will be no failure at a crisis in time of danger. Look at the difference between our ships and the Spanish ships.

"Everything the Spaniards had was supplied by contract. Their shells, their powder, all their materials, were practically worthless, while ours were perfect."

REPORT OF UNITED STATES CONSUL WILLIAMS

CONSULATE OF THE UNITED STATES,
BAY OF MANILA, PHILIPPINE ISLANDS, May 4, 1898. }

Sir:—I have the honor to briefly report to you concerning the Battle of Manila Bay, fought on May 1, 1898:—

Heeding your mandate, and by repeated request of Commodore George Dewey, of the United States Asiatic squadron, I left Manila on Saturday, April 23, and on Wednesday, April 27, at about 1 P. M., boarded the flag-ship *Olympia*, in Mirs Bay, near Hong-Kong. After meeting the Commodore and his captains and commanders



BOSTON, U. S. N.

in council, the Commodore at once ordered his fleet to start at 2 P. M. for Manila Bay.

On Saturday, April 30, Subig Bay was reconnoitred because of reported hiding of Spanish fleet in its inner harbor, but no fleet being there found the Commodore proceeded at once to the south channel entrance to Manila Bay, and while by many reports mines, torpedoes, and land defenses obstructed entrance, yet the flagship led the van, and between 10 P. M., April 30, and 2 A. M., May 1, our fleet of six war-ships, one dispatch boat, and two coal-laden transports passed all channel dangers unharmed, despite shots from forts, and at 2 A. M. were all safe on the broad expanse of Manila Bay.

After my departure, April 23, and by drawing fire to save Manila, if possible, all Spanish war-ships went to their strongly fortified naval station at Cavité, where the inner harbor gave refuge, and where potential support could be had from several forts and well-equipped batteries which extended several miles right and left from Port Cavité.

At about 5:30 A. M., Sunday, May 1, the Spanish guns opened fire at both the Mapila breakwater battery and at Cavité, from fleet and forts.

With magnificent coolness and order, but with the greatest promptness, our fleet, in battle array, headed by the flagship, answered the Spanish attack, and for about two and a half hours a most terrific fire ensued.

The method of our operations could not have shown greater system, our guns greater effectiveness, or our officers and crews greater bravery; and while Spanish resistance was stubborn and the bravery of the Spanish

forces such as to challenge admiration, yet they were out-classed, weighed in the balance of war against the methods, training, aim, and bravery shown on our decks, and after less than three hours' perilous and intense combat one of Spain's war-ships was sinking, two others were burning, and all others, with land defenses, had severely suffered, when our squadron, with no harm done its ships, retired for breakfast.

At about 10 A. M., Commodore Dewey renewed the battle, and with effects most fatal with each evolution.

No better evidence of Spanish bravery need be sought than that, after the castigation of our first engagement, her ships and forts should again answer our fire. But Spanish efforts were futile. Ship after ship and battery after battery went to destruction before the onslaught of American energy and training, and an hour and a half of our second engagement wrought the annihilation of the Spanish fleet and forts, with several hundred Spaniards killed and wounded, and millions in value of their government's property destroyed. While amazing, almost unbelievable, as it seems, not a ship or gun of our fleet had been disabled, and, except on the *Baltimore*, not a man had been hurt.

One of the crew of the *Baltimore* had a leg fractured by slipping; another was hurt in the ankle in a similar manner, while four received slight flesh wounds from splinters thrown by a 6-inch projectile, which pierced the starboard side of the cruiser.

But in the Battle of Manila Bay the United States squadron of six war-ships totally destroyed the Spanish

fleet of eight war-ships, many forts and batteries, and accomplished this work without the loss of a man!

History has only contrasts. There is no couplet to form a comparison. The only finish fight between the modern war-ships of civilized nations has proven the prowess of American naval men and methods, and the glory is a legacy for the whole people. Our crews are all hoarse



CONCORD, U. S. N.

from cheering, and while we suffer for cough drops and throat doctors, we have no use for liniment or surgeons.

To every ship, officer, and crew, all praise be given. As Victoria was answered years ago, "Your Majesty, there is no second," so may I report to your department as to our war-ships conquering the Spanish fleet in the Battle of Manila Bay—there is no first—"there is no second." The

cool bravery and efficiency of the Commodore was echoed by every captain and commander and down through the lines by every officer and man, and naval history of the dawning century will be rich if it furnish to the world so glorious a display of intelligent command and successful service as must be placed to the credit of the United States Asiatic squadron under date of May 1, 1898.

It was my lot to stand on the bridge of the *Baltimore* by the side of Captain Dyer during the first engagement, and to be called to the flagship *Olympia* by the Commodore, at whose side, on the bridge, I stood during the second engagement; and when the clouds roll by and I have again a settled habitation, it will be my honor and pleasure to transmit a report showing service somewhat in detail and for which commanders promise data.

Meanwhile, our Commodore will officially inform you of events which will rival in American history the exploits of Paul Jones.

I have the honor to be, sir, your most obedient servant,

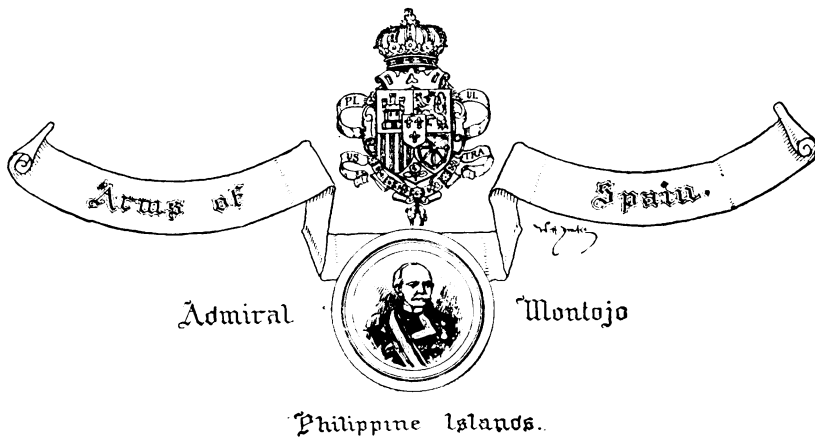
OSCAR F. WILLIAMS,

United States Consul, Manila, Philippine Islands.

HONORABLE JUDGE DAY,

Assistant Secretary of State, Washington, D. C.

The accounts here given of the Battle of Manila testify not only to the heroism of the combatants, both Spanish and American, but to the modesty of the American commanders. The following chapter relates the story of the battle as it appeared from the blood-stained decks of the *Reina Christina* and other Spanish vessels.



CHAPTER X

MONTOJO'S VERSION OF THE BATTLE

THE STORY OF THE BATTLE OF MANILA AS TOLD BY THE
DEFEATED SPANISH ADMIRAL—AN ACCOUNT FROM A
SPANISH NEWSPAPER



Isabella Gate II.

UNDER date of April 24, 1898, the Spanish admiral in the Philippine waters, who was also commander-in-chief of the station and squadron of the Philippines, issued the following order to the commandant of the arsenal at Cavité:—

It having been resolved to go out with the squadron for the port of Subic, not only for the defense of that important port but also as a strategic harbor for operations which may occur, the staff is placed in charge of the necessary orders from these headquarters.



ADMIRAL PATRICIO MONTOJO PASARON

As commandant of the Cavité arsenal I have nothing to say to your excellency concerning its defense, as the chief commander and officers will know how to defend the interests of the nation, trusting the valor, zeal, and intelligence of all those who, with the slight and feeble resources upon which we can count, will do everything pos-

sible to guard the honor of the flag and the navy.

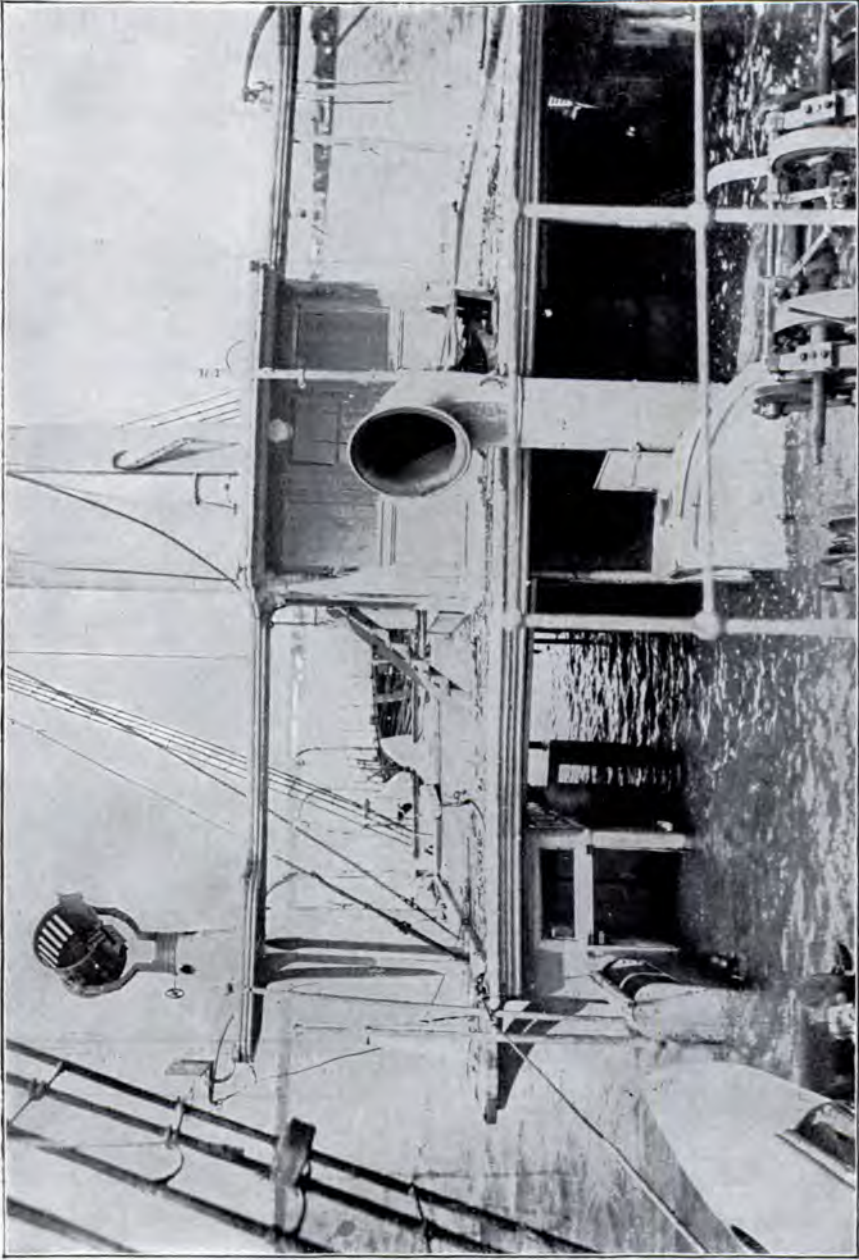
Go on, sir, in the ordering and equipping as much as you think necessary for the common purposes which concern our interests.

You will use the telegraph to report to me all that you think important for your affairs in all departments, as well as the cable to communicate with the government.

As long as possible communicate by way of Paranaque and Malate and also with the batteries of the coast by signals as well as by boats.

If you need merchant vessels to equip with torpedo tubes, which may be effective in such vessels, you will also equip them, etc.

Montojo.



ISLA DE CUBA (AMIDSHIPS)

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One week later Admiral Montojo came in contact with Commodore George Dewey and his victorious fleet. The story of this last meeting, as viewed by the defeated admiral himself, is best told in his own words to his government at Madrid:—

“On the twenty-fifth of April, 1898, at 11 P. M.,” says Señor Montojo, “I left the bay of Manila for Subic with



D. RAMON DE AUNON, SPAIN'S SECRETARY OF THE NAVY



DUQUE DE ALMODOVAR

a squadron composed of the cruisers *Reina Christina*, *Don Juan de Austria*, *Isla de Cuba*, *Isla de Luzon*, dispatch boat *Marques del Duero*, and the wooden cruiser *Castilla*. This last could merely be considered as a floating battery, incapable of manœuvring, on account of the bad condition of her

hull. The following morning, being at Subic, I had a conference with Captain Del Rio, who, though he did not relieve my anxiety respecting the completion of the defensive works, assured me that they would soon be finished.

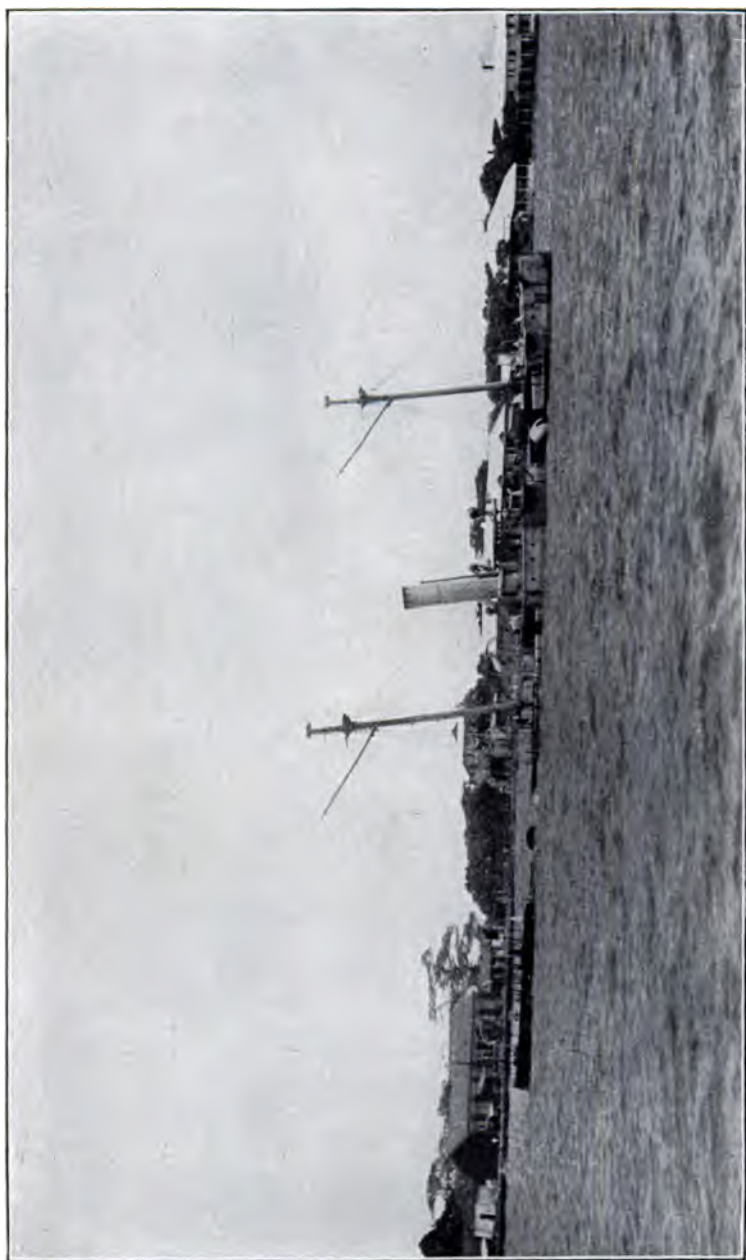
"In the meanwhile the cruiser *Castilla*, even on this short cruise, was making much water through the bearings of the propeller and the opening astern. They



ISLA DE CUBA (AFTER DECK)

worked day and night to stop these leaks with cement, finally making the vessel nearly water-tight, but absolutely impossible to use her engines.

"On the morning of the twenty-seventh I sailed with the vessels to cover the entrance to the port of Subic. The *Castilla* was taken to the northeast point of the island of Grande to defend the western entrance, since



ISLA DE CUBA (AT HIGH TIDE)

the eastern entrance had already been closed with the hulls of the *San Quintin* and two old merchant vessels which were sunk there.

"With much disgust, I found that the guns which should have been mounted on that island were delayed a month and a



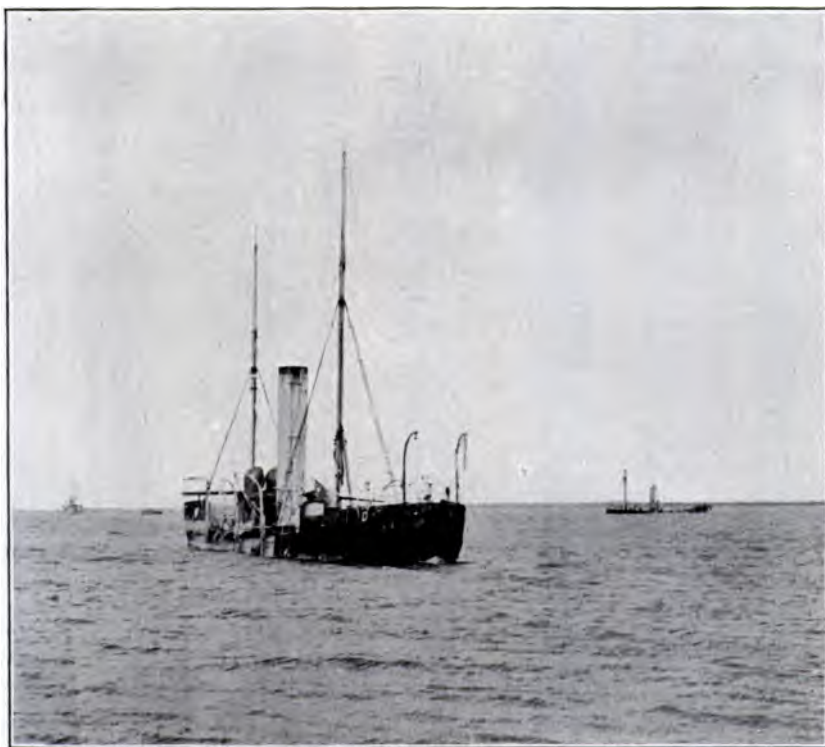
SEÑOR PRAXEDES MATEO SAGASTA

half. This surprised me, as the shore batteries that the navy had installed (with very little difficulty) at the entrance to the bay of Manila, under the intelligent direction of colonel of naval artillery, Señor Garces, and Lieutenant Beneavente, were ready to fight twenty-four days after the commencement of the work.

"I was also no less disgusted that they confided in the efficacy of the few torpedoes which they had found feasible to put there.

"The entrance was not defended by torpedoes nor by the batteries of the island, so that the squadron would have had to bear the attack of the Americans with its

own resources, in forty meters of water and with little security. Our vessels could not only be destroyed, but they could not save their crews. I still held a hope that the Americans would not go to Subic, and so give us time for more preparations, but the following day I received



DON JUAN DE AUSTRIA

from the Spanish consul at Hong-Kong a telegram which said: 'Enemy's squadron sailed at 2 P. M. from the bay of Mirs, and according to reliable accounts they sailed for Subic to destroy our squadron, and then will go to Manila.'



REINA CHRISTINA

"This telegram demonstrated that the enemy knew where they could find my squadron, and that the port of Subic had no defenses.

"The same day, the twenty-eighth of April, I convened a council of the captains, and all, with the exception of Del Rio, chief of the new arsenal, thought that the situation was insupportable, and that we should go to the bay of Manila in order to accept there the battle under less unfavorable conditions.

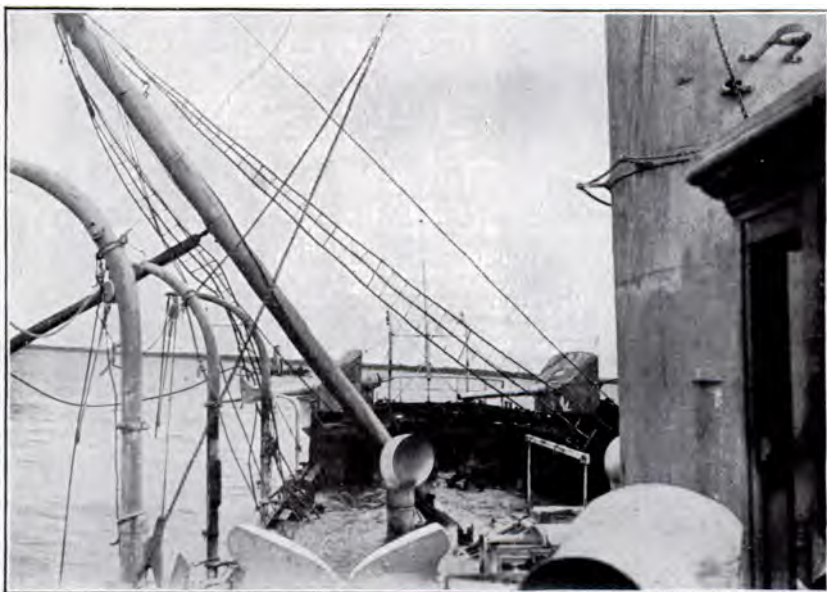
"I refused to have our ships near the city of Manila, because, far from defending it, this would provoke the enemy to bombard the plaza, which doubtless would have been demolished on account of its few defenses. It was unanimously decided that we should take position in the bay of Canacao, in the least water possible, in order to combine our fire with that of the batteries of Point Sangley and Ulloa.

"I immediately ordered Del Rio to concentrate his forces in the most strategic point of the arsenal, taking every disposition to burn the coal and stores before allowing them to fall into the power of the enemy. I sent the *Don Juan de Austria* to Manila to get a large number of lighters filled with sand to defend the water line of the *Castilla* (which could not move) against the enemy's shells and torpedoes. At 10 A. M., on the twenty-ninth, I left Subic with the vessels of my squadron, towing the *Castilla* by the transport *Manila*.

"In the afternoon of the same day we anchored in the gulf of Canacao in eight meters of water. On the following morning we anchored in line of battle, the

Christina, Castilla, Don Juan de Austria, Don Juan de Ulloa, Luzon, Cuba, and Marques del Duero, while the transport *Manila* was sent to the Roads of Bacoor, where the *Velasco* and *Lezo* were undergoing repairs.

"At 7 P. M. I received a telegram from Subic announcing that the enemy's squadron had entered the



ISLA DE LUZON (FORWARD DECK)

port at three, reconnoitring, doubtless seeking our ships, and from there they sailed with course for Manila.

"The mail steamer *Isla de Mindanao* arrived in the bay. I advised her captain to save his vessel by going to Singapore, as the enemy could not get into the entrance probably before midnight. As he was not authorized from the transatlantic he did not do so, and then

I told him that he could anchor in shallow water as near as possible to Bacoor.

"At midnight gun fire was heard off Corregidor, and at two on the morning of the first of May I received telegraphic advices that the American vessels were throwing their search lights at the batteries of the entrance, with which they had exchanged several shots. I notified the commanding general of the arsenal, Señor Soston, and the general-governor of the plaza, Captain Señor Garcia Pana, that they should prepare themselves. I directed all the artillery to be loaded, and all the sailors and soldiers to go to their stations for battle, soon to receive the enemy.

"This is all that occurred from the time I sailed to Subic until the entrance of the American squadron in the bay of Manila.

"The squadron being disposed for action," adds Señor Montojo, "fires spread, and everything in proper place, we waited for the enemy's arrival.

"All the vessels having been painted a dark gray color, had taken down their masts and yards and boats to avoid the effects of projectiles and the splinters, had their anchors buoyed, and cables ready to slip instantly.

"At 4 A. M. I made signal to prepare for action, and at 4:45 the *Austria* signaled the enemy's squadron, a few minutes after which they were recognized, with some confusion, in a column parallel with ours, at about 6,000 meters distant; the flagship *Olympia* ahead, followed by the *Baltimore*, *Raleigh*, *Boston*, *Concord*, *Helena*, *Petrel*, and *McCulloch*, and the two transports *Zafiro* and *Nanshan*.

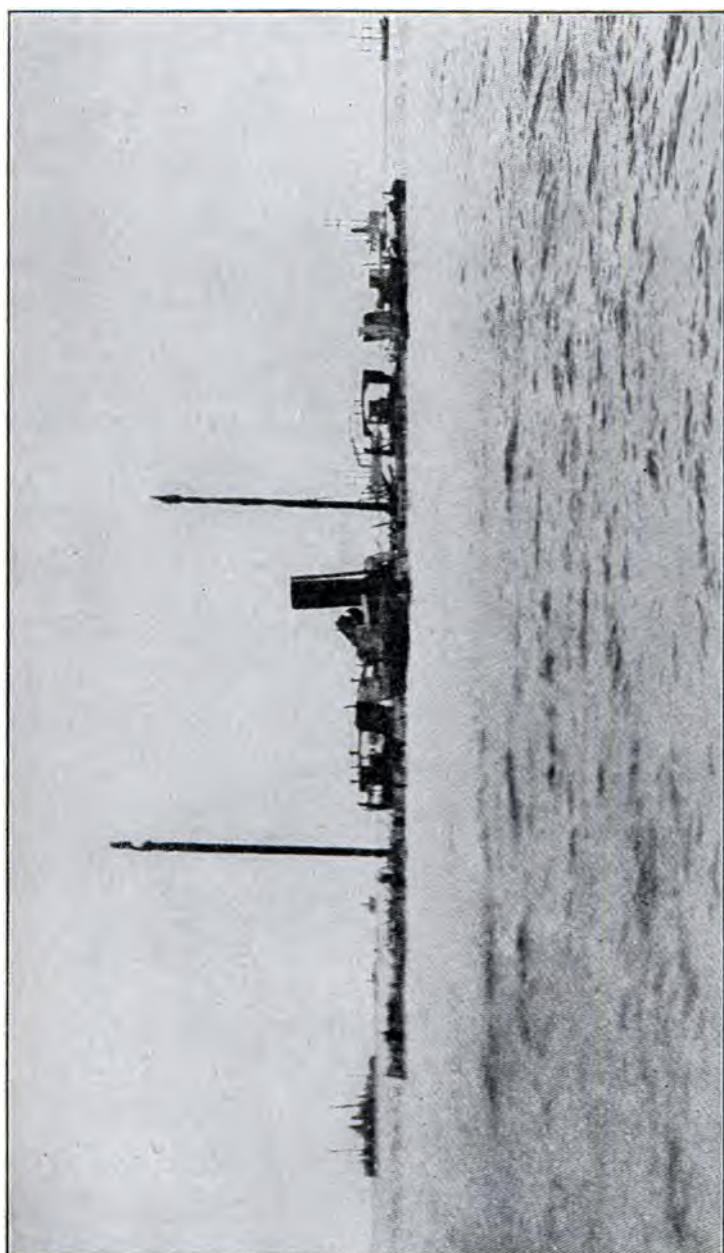
"The force of these vessels, excepting transports that were noncombatant, amounted to 21,410 tons, 49,290 horsepower, 163 guns (many of which were rapid-fire), 1,750 men in their crews, and of an average velocity of about seventeen miles. The power of our only five effective ships for battle was represented by 10,111 tons, 11,200 horse power, 76 guns (very short of rapid-fire), 1,875 crew, and a maximum speed of twelve miles.

"At five the batteries on Point Sangley opened fire. The first two shots fell short and to the left of the leading vessel. These shots were not answered by the enemy, whose principal object was the squadron.

"This battery had only two Ordonez guns of fifteen centimetres mounted, and but one of these could fire in the direction of the opposing fleet.

"In a few minutes one of the batteries of Manila opened fire, and at 5:15 I made signal that our squadron open fire. The enemy answered immediately. The battle became general. We slipped the springs and cables and started ahead with the engines, so as not to be involved by the enemy.

"The Americans fired most rapidly. There came upon us numberless projectiles, as the three cruisers at the head of the line devoted themselves almost entirely to fight the *Christina*, my flagship. A short time after the action commenced one shell exploded in the forecastle and put out of action all those who served the four rapid-fire cannon, making splinters of the forward mast, which wounded the helmsman on the bridge, when Lieutenant José Nunez took the wheel with a coolness worthy of the greatest



CASTILLA

commendation, steering until the end of the fight. In the meanwhile another shell exploded in the orlop, setting fire to the crew's bags, which they were fortunately able to control.

"The enemy shortened the distance between us, and, rectifying his aim, covered us with a rain of rapid-fire projectiles. At 7:30 one shell destroyed completely the steering gear. I ordered to steer by hand while the rudder was out of action. In the meanwhile another shell exploded on the poop, and put out of action nine men. Another destroyed the mizzen masthead, bringing down the flag and my ensign, which were replaced immediately. A fresh shell exploded in the officers' cabin, covering the hospital with blood, and destroying the wounded who were being treated there. Another exploded in the ammunition room astern, filling the quarters with smoke and preventing the working of the hand steering gear. As it was impossible to control the fire, I had to flood the magazine when the cartridges were beginning to explode.

"Amidships several shells of smaller calibre went through the smokestack, and one of the large ones penetrated the fireroom, putting out of action one master gunner and twelve men serving the guns. Another rendered useless the starboard bow gun. While the fire astern increased, fire was started forward by another shell which went through the hull and exploded on the deck.

"The broadside guns being undamaged continued firing until there were only one gunner and one seaman

remaining unhurt for firing them, as the guns crews had been frequently called upon to substitute those charged with steering, all of whom were out of action.

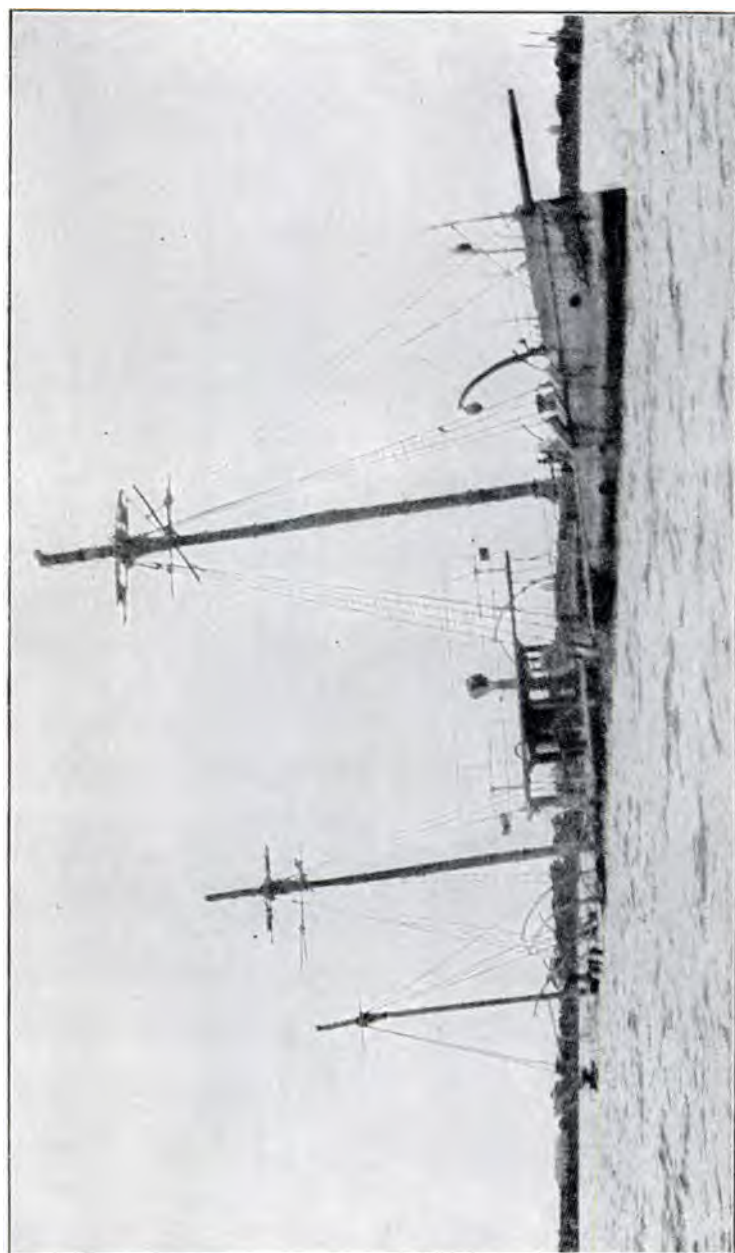
"The ship being out of control, the hull, smoke-pipe, and mast riddled with shot; the confusion occasioned by the cries of the wounded; half of her crew out of action, among whom were seven officers, I gave the order to sink and abandon the ship before the magazines should explode, making signal at the same time to the *Isla de Cuba* and *Isla de Luzon* to assist in saving the rest of the crew, which they did, aided by others from the *Marques del Duero* and the arsenal.

"I abandoned the *Reina Christina*, directing beforehand to secure her flag, and accompanied by my staff, and with great sorrow, I hoisted my flag on the cruiser *Isla de Cuba*.

"After many men had been saved from the unfortunate vessel, one shell destroyed her heroic commander, Don Luis Cadarso, who was directing the rescue.

"The *Don Antonio de Ulloa*, which also defended herself firmly, using the only two guns which were available, was sunk by a shell which entered the water line, putting out of action her commander and half of her remaining crew.

"The *Castilla*, which fought heroically, remained with her artillery useless, except one stern gun, with which they fought spiritedly, was riddled with shot and set on fire by the enemy's shells, then sunk, and was abandoned by her crew in good order, which was directed by her commander, Don Alonzo Algado. The casualties on this ship were twenty-three killed and eighty wounded.



DON JUAN DE ULLOA

"The *Don Juan de Austria*, very much damaged and on fire, went to the aid of the *Castilla*. The *Isla de Luzon* had three guns dismounted, and was slightly damaged in the hull. The *Marques del Duero* remained with one of her engines useless, the bow gun of twelve centimetres and one of the redoubts.

"At eight o'clock in the morning, the enemy's squadron having suspended its fire, I ordered the ships that remained to us to take positions in the bottom of the Roads at Bacoor, and there to resist to the last moment, and that they should be sunk before they surrendered.

"At 10:30 the enemy returned, forming a circle to destroy the arsenal and the ships which remained to me, opening upon them a horrible fire, which we answered as far as we could with the few cannon which we still had mounted.

"There remained the last recourse to sink our vessels, and we accomplished this operation, taking care to save the flag, the distinguishing pennant, the money in the safe, the portable arms, the breech plugs of the guns, and the signal codes.

"After which I went with my staff to the Convent of Santo Domingo de Cavité, to be cured of a wound received in the left leg, and to telegraph a brief report of the action, with preliminaries and results.

"It remains only to say that all the chiefs, officers, engineers, quartermasters, gunners, sailors, and soldiers rivaled one another in sustaining with honor the good name of the navy on this sad day.

"The inefficiency of the vessels which composed my little squadron, the lack of all classes of the personnel,

especially master gunners and seaman gunners; the inaptitude of some of the provisional machinists, the scarcity of rapid-fire cannon, the strong crews of the enemy, and the unprotected character of the greater part of our vessels, all contributed to make more decided the sacrifice which we made for our country and to prevent the possibility of the horrors of the bombardment of the city of Manila, with the conviction that with the scarcity of our force against the superior enemy we were going to certain death and could expect a loss of all our ships.

“Our casualties, including those of the arsenal, amounted to three hundred and eighty-one men killed and wounded.”

The *Reveille*, published by the cadets of Norwich University, in its issue following the Battle of Manila, contained two accounts of that glorious victory, one written by Lieutenant-Commander George P. Colvocoresses, of the *Concord*, and the other translated by him from the *Diario de Manila* of May 4. In a letter accompanying these articles, the lieutenant-commander bore testimony to the affectionate interest with which Admiral Dewey regarded his early training school.

The description of the battle by Commander Colvocoresses does not differ materially from the accounts previously accepted as accurate, but the Spanish newspaper report, while throwing no new light on the engagement, is interesting because of the point of view represented. It begins as follows:—

“As the sun rose above the clouds and mist that overhung our shores on the morning of May 1, the inhabitants of Manila saw

with surprise and dismay the enemy's squadron in well-ordered line of battle on the waters of the bay. Who could have imagined that they would have the rashness to stealthily approach our shores, provoking our defenders to an unavailing display of skill and valor, in which, alas, balls could not be propelled by heart-throbs, else the result would have been different?

The sound of the shots from our batteries and those from the enemy's ships, which awakened the citizens of Manila at five o'clock on that May morning, transformed the character of our peaceful and happy surroundings. Frightened at the prospect of dangers that seemed greater than they were, women and children in carriages, or by whatever means they could, sought refuge in the outskirts of the city, while all the men, from the highest to the lowest, the merchant and the mechanic, the soldier and the peasant, the dwellers of the mainland and those of the coast, repaired to their posts and took up arms confident that never, except by passing over their dead bodies, should the soil of Manila be defiled by the enemy, notwithstanding that from the first it was apparent that the armored ships and powerful guns were invulnerable to any effort at our command. Before entering our port the enemy had well assured himself of his superiority over our defenses.

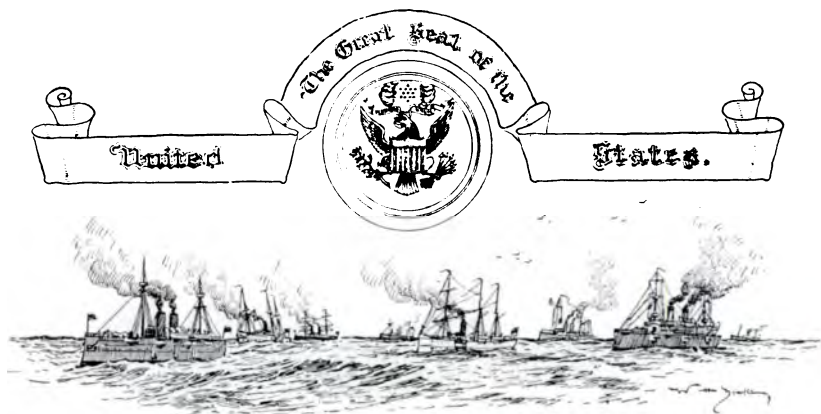
Then follows a list and description of the Spanish and American vessels. The walls of the public square, it is said, the towers of the churches, the upper stories of houses, and every place that commanded a view of the bay, were thronged by eager spectators. The account is continued:—

The shots from the batteries and plaza produced no impression upon the cruisers. The spectators on the shore, with and without glasses, continued to scan the advancing enemy, who, although he may have been brave, had no occasion to show it, since the range of his guns and the deficiencies of our artillery enabled him to do all the harm he wished with impunity. . . . A soldier of the First Battalion of Sharpshooters, who saw the squadron so far out of range of our batteries, said, glancing up to heaven, 'If the Holy Mary would only transform that water into land, then the Yankees would

see how we could fight.' And a Malay, squatting near by, exclaimed, 'Let them land, and we will crush them under heel!' Meanwhile the enemy proceeded with speed and safety, in perfect formation, towards Cavité, with the decision born of security.

" . . . From Manila we could see, by the aid of glasses, the two squadrons almost confounded and enveloped in clouds of smoke. Owing to the inferiority of our batteries, it was evident that the enemy was triumphant and secure in his armored strength; he was a mere machine, requiring only motive power to keep in action his destructive agencies. . . . Who can describe the heroic acts, the prowess, the deeds of valor performed by the sailors of our squadron as rage animated them? All who were beneath the folds of the banner of Spain did their duty as becomes the chosen sons of the Fatherland."

A description of some details of the engagement is given, in which it is said: "A thick column of smoke burst out of the forward storeroom hatch of the *Reina Christina*, indicating that an incendiary projectile, of the kind prohibited by Divine and human laws, had taken effect in the cruiser. Without ceasing her fire, she retired toward the shore and was scuttled to avoid falling into the Yankees' hands. The indignation of the sailors of the *Reina Christina* was raised to the highest pitch at seeing the *Castilla* on fire from the same incendiary causes." Finally, it is said: "The Spanish vessels that had not succumbed to the flames or the shots of the enemy were run aground, as they could not be disposed of in any other way. This was the last stroke; we could do no more; the combat of Cavité was ended, and our last vessel went down flying her colors." A list of the Spanish killed and wounded is given, and high praise is awarded to the defenders of the batteries at Manila and Cavité.



Admiral Dewey's fleet in Manila Bay.

CHAPTER XI

THE FLEETS COMPARED

AN OFFICIAL STATEMENT OF THE GUNS AND MEN—A BRIEF
SKETCH OF EACH OF THE COMMANDERS OF THE VESSELS
IN ADMIRAL DEWEY'S FLEET



WHILE this is in no sense a history of the war with Spain, a few of the details regarding that portion of it in which George Dewey played so important a part will not be out of place here. It has been said by some unfriendly critics that the Spanish forces were greatly overmatched in the Battle of Manila, and it is well that there should be no misunderstanding on that point—well for us, and more so for future generations.

George Dewey's fighting force consisted of seven vessels and was accompanied by two transports with supplies

and ammunition. The following statement of facts will be of interest here:—

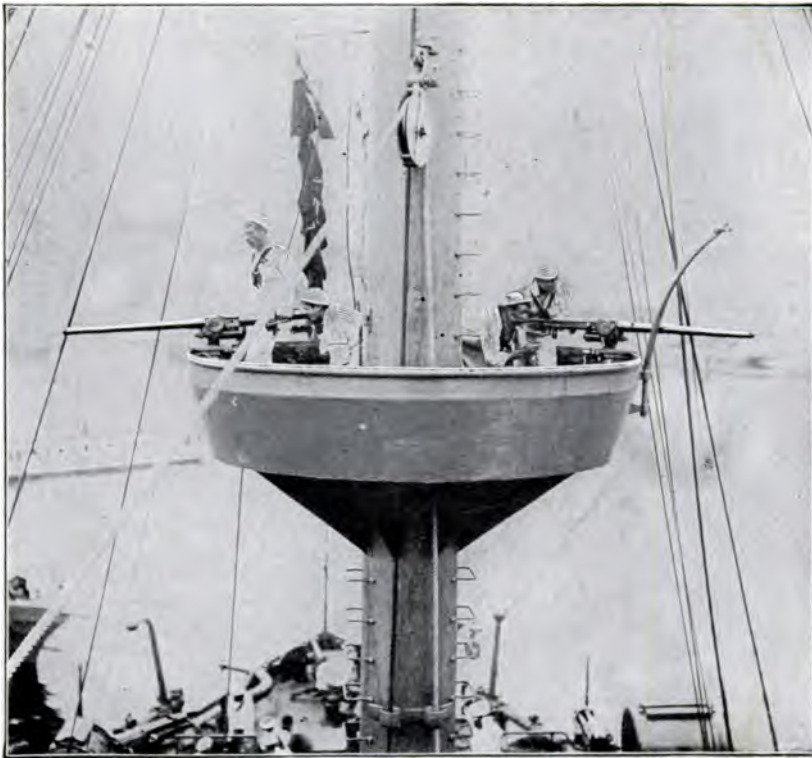
Fleet officers: Commodore George Dewey, commander-in-chief; Commander B. P. Lamberton, chief-of-staff; Lieutenant L. M. Brumby, flag-lieutenant; Ensign H. H. Caldwell, secretary.

The flagship of the squadron, the cruiser *Olympia*, is a twin-screw steamer of steel, with two covered barbettes and two military masts, and was launched at San Francisco in 1892. She is three hundred and forty feet long, has a beam of fifty-three feet and a mean draft of twenty-one feet six inches. Her tonnage is 5,870 tons, her coal-carrying capacity is 1,300 tons, and her speed is 21½ knots. Her armor consists of steel deck plates, steel-covered barbettes, hoods, and gun shields, and two conning towers. She is also protected with a cellulose belt thirty-three inches thick and eight feet broad. Her armament includes four 8-inch breechloaders, ten 5-inch quick-firing guns, fourteen 6-pounder quick-fire guns, six 1-pound quick-fire guns, four gatlings, and six torpedo tubes. She carries 466 men and belongs to the second class of protected cruisers.

Her staff of officers during the Battle of Manila was as follows:—

Captain, Charles V. Gridley; lieutenant-commander, S. C. Paine; lieutenants, Corwin P. Rees, C. G. Calkins, V. S. Nelson, G. S. Morgan, S. M. Strite; ensigns, M. M. Taylor, F. B. Upham, W. P. Scott, A. G. Kavanagh, H. V. Butler; medical inspector, A. F. Price; passed assistant surgeon, J. E. Page; assistant surgeon, C. H. Kindleberger;

pay inspector, D. A. Smith; chief engineer, J. Entwistle; assistant engineers, E. H. De Lany, J. F. Marshall, Jr.; chaplain, J. B. Frazier; captain of marines, W. P. Biddle; gunner, L. J. G. Kuhlwen; carpenter, W. Macdonald; acting boatswain, E. J. Norcott.



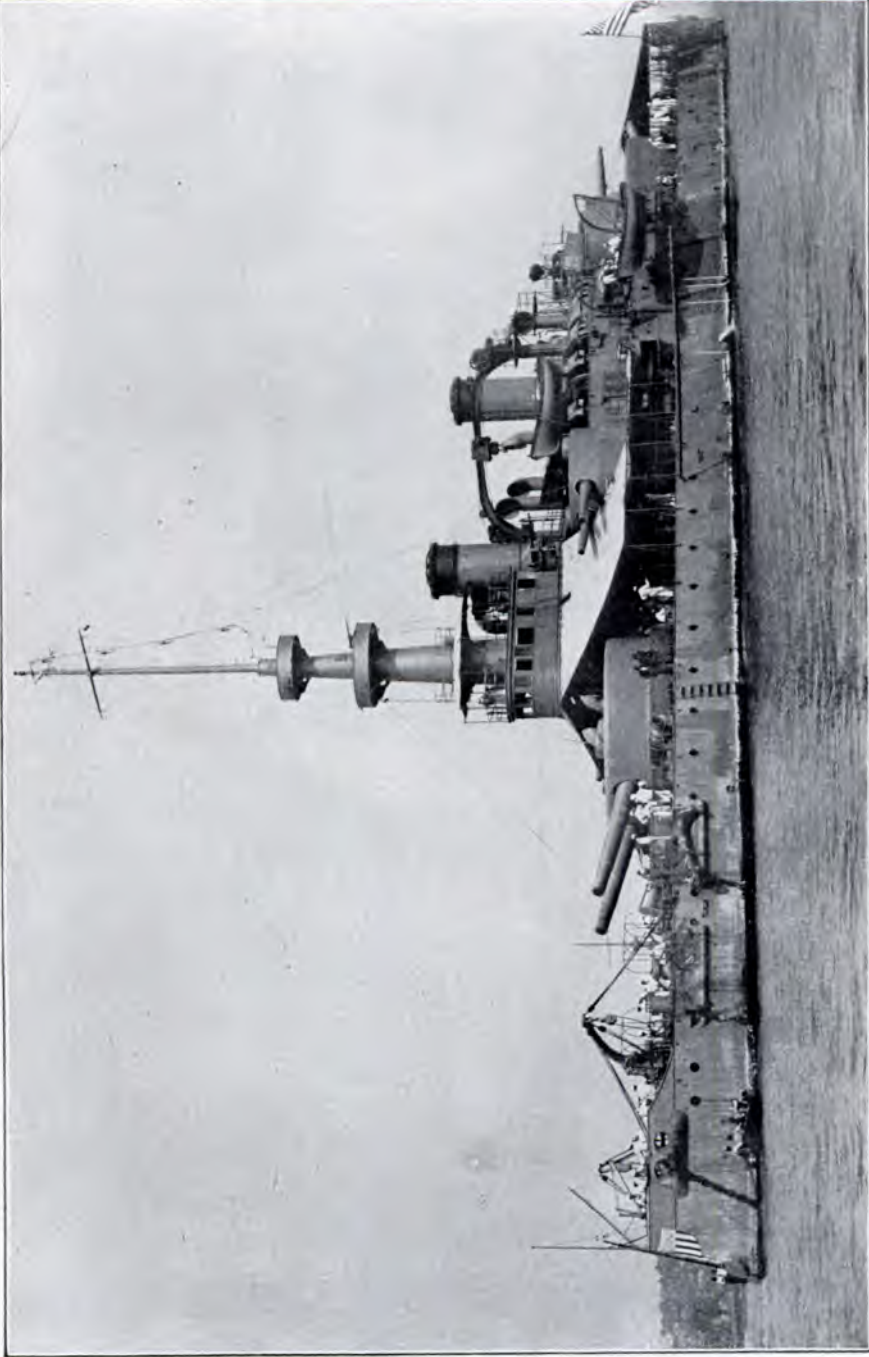
FIGHTING TOP OF A WAR-SHIP

The *Baltimore* was launched in Philadelphia in 1888. She is also a protected cruiser of the second class, is built of steel, has twin screws and two military masts. She is three hundred and twenty-seven feet six inches long, forty-eight feet six inches in beam, has a mean draft of

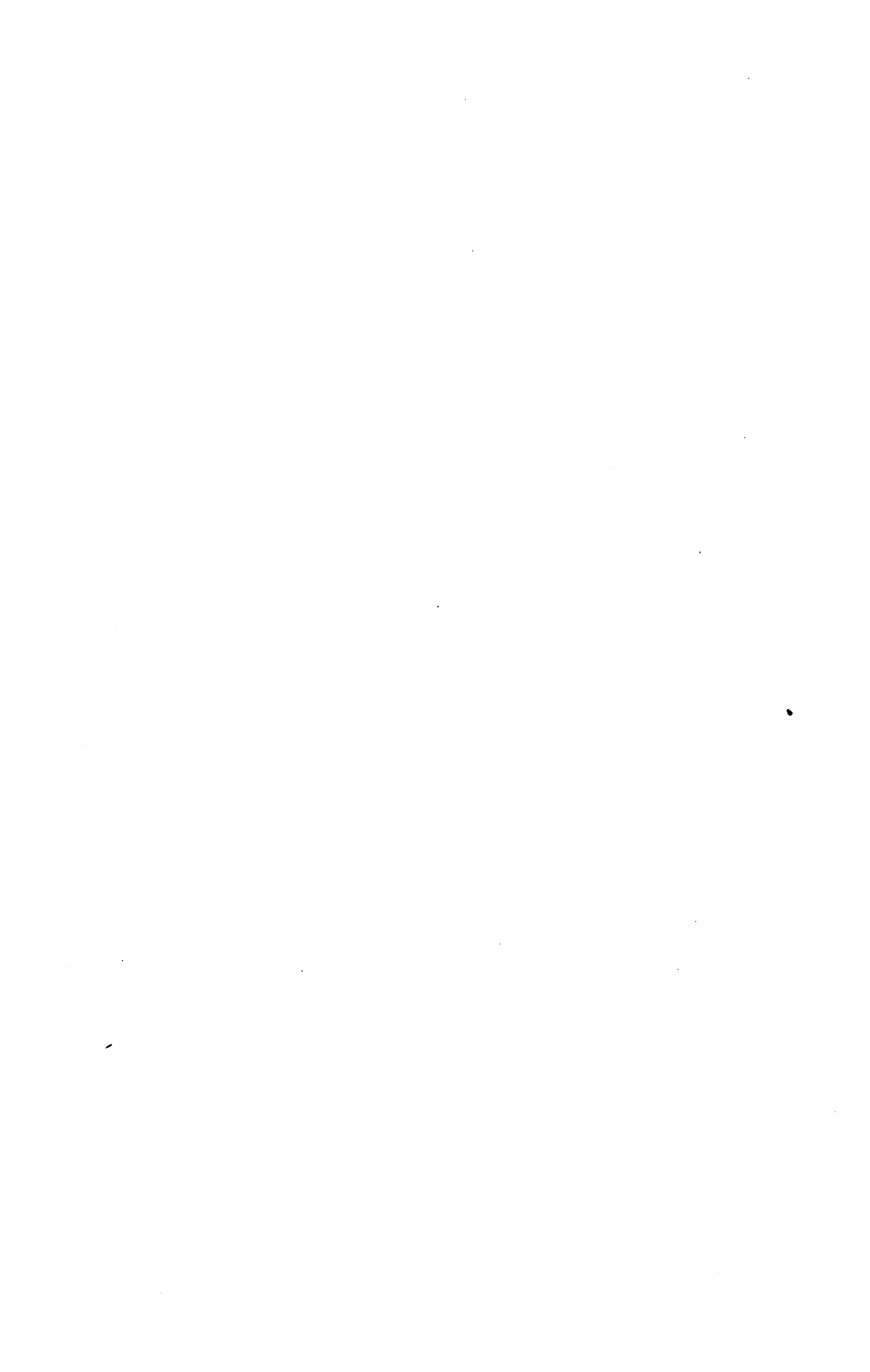
nineteen feet six inches, a tonnage of 4,600 tons, and a speed of 20 knots. Her protection consists of steel deck plates, shields for all the guns, and conning tower. Her armament consists of four 8-inch breechloaders, six 6-inch breechloaders, two 6-pound rapid-firers, two 3-pound rapid-firers, two 1-pound rapid-firers, four 1-pound revolving cannon, two gatling guns, and five torpedo tubes. She carries a crew of 395 men.

Officers: Captain, N. M. Dyer; lieutenant-commander, G. Blocklinger; lieutenants, W. Braunersreuther, F. W. Kellogg, J. M. Ellicott, C. S. Stanworth; ensigns, G. H. Hayward, M. J. McCormack, U. E. Irwin; naval cadets, D. W. Wurtsbaugh, I. Z. Wettensoll, C. M. Tozer, T. A. Karney; passed assistant surgeon, F. A. Heiseler; assistant surgeon, R. K. Smith; pay inspector, E. Bellows; chief engineer, A. C. Engard; assistant engineers, H. B. Price, H. I. Cone; naval cadet engineer, C. P. Burt; Chaplain, T. S. K. Freeman; first lieutenant of marines, D. Williams; acting boatswain, H. R. Brayton; gunner, L. J. Connelly; acting gunner, L. J. Waller; carpenter, O. Bath.

The *Boston*, also a second-class protected cruiser, was launched in 1884. She is a steel vessel of 3,189 tons, with a single screw. Her length is two hundred and seventy feet three inches, beam forty-two feet, and mean draft seventeen feet. Her speed is 15½ knots. Her deck is partially protected, and she carries two 8-inch breechloaders, six 6-inch breechloaders, two 6-pound, two 3-pound, and two 1-pound rapid-fire guns, two 3-pound revolving cannon, and two gatlings. Her crew consists of 272 men.



OREGON, U. S. N.



Officers: Captain, F. Wildes; lieutenant-commander, J. A. Norris; lieutenants, J. Gibson, W. L. Howard; ensigns, S. S. Robinson, L. H. Everhart, J. S. Doddridge; surgeon, M. H. Crawford; assistant surgeon, R. S. Balkeman; paymaster, J. R. Martin; chief engineer, G. B. Ransom; assistant engineer, L. J. James; first

lieutenant of marines, R. McM. Dutton; gunner, J. C. Evans; carpenter, I. H. Hilton.

The *Raleigh* was launched at Norfolk in 1892. She is a steel cruiser of the second class with twin screws and military masts. She is three hundred feet long, forty-two feet in beam, eighteen feet draft, 3,183 tons, and a speed of 19 knots. Her deck is protected with armor; she carries a cellulose belt, an armored conning tower and steel sponsons. She carries one 6-inch rapid-fire



SEARCHLIGHT OF A WAR-SHIP

gun on her forecastle, ten 5-inch rapid-fire guns, two on the poop and four on each side of the gun-deck in sponsons; eight 6-pound and four 1-pound rapid-fire guns, two gatlings, and six torpedo tubes. Her crew numbers 295 men.

Officers: Captain, J. B. Coghlan; lieutenant-commander, F. Singer; lieutenants, W. Winder, B. Tappan, H. Rodman, C. B. Morgan; ensigns, F. L. Chidwick, P. Babin; surgeon, E. H. Marsteller; assistant surgeon, D. N. Carpenter; passed assistant paymaster, S. R. Heap; chief engineer, F. H. Bailey; passed assistant engineer, A. S. Halstead; assistant engineer, J. R. Brady; first lieutenant of marines, T. C. Treadwell; acting gunner, G. D. Johnstone; acting carpenter, T. E. Kiley.

The *Concord* is a third-class cruiser, really a gunboat, of 1,700 tons, with twin screws, length of two hundred and thirty feet, beam of thirty-six feet, draft of fourteen feet, and can make 17 knots. Her deck and conning tower are protected with light armor. She carries six 6-inch guns, two 6-pound, two 3-pound, and one 1-pound rapid-fire guns, two 2-pound revolving cannon, two gatlings, and two torpedo tubes. She has a crew of 150 men.

Officers: Commander, Asa Walker; lieutenant-commander, G. P. Colvocoresses; lieutenants, T. B. Howard, P. W. Hourigan; ensigns, L. A. Kiser, W. C. Davidson, O. S. Knepper; passed assistant surgeon, R. G. Brodtrick; passed assistant paymaster, E. D. Ryan; chief engineer, Richard Inch; passed assistant engineer, H. W. Jones; assistant engineer, E. H. Dunn.

The *Petrel* is a gunboat of 800 tons. She was launched in Baltimore in 1888, is one hundred and seventy-six feet long, thirty-one feet beam, eleven feet seven inches in draft, and makes 13.7 knots an hour. Her deck and 6-inch guns are protected with armor. She carries four 6-inch



THIRTEEN-INCH SHELLS

guns, two 3-pound and one 1-pound rapid-fire guns, two 1-pound revolving cannon, and two gatlings. Her crew is 100 men.

Officers: Commander, E. P. Wood; lieutenants, E. M. Hughes, B. A. Fiske, A. N. Wood, C. P. Plunkett; ensigns, G. L. Fermier, W. S. Montgomery; passed assistant surgeon, C. D. Brownell; assistant paymaster, G. G. Siebells; passed assistant engineer, R. T. Hall.

The *McCulloch* is a revenue cutter of 1,500 tons, built of steel and armed with four 4-inch guns. She has a speed of 14 knots an hour, and carries a force of 130 men.

Admiral Montojo's fleet consisted of twelve vessels. The *Reina Christina*, the flagship, was an armored cruiser of 3,090 tons; she was launched at Ferrol in 1887. She had a single screw, was two hundred and eighty feet long, forty-three feet in beam, had a mean draft of fifteen feet six inches, and a speed of $17\frac{1}{2}$ knots. She carried an armament of six 6.2-inch Hontorio breechloaders, two 2.7-inch Hontorios, three 6-pound, two 4-pound, and six 3-pound rapid-fire guns, two machine guns, and five torpedo tubes. She had a crew of 370 men.

The *Castilla* was a wooden, second-class cruiser, launched at Cadiz in 1881, and was bark-rigged, with a single screw. Her length was two hundred and forty-six feet, her beam forty-six feet, her draft twenty-one feet, her displacement 3,342 tons, and her speed 14 knots. Her armament consisted of four 5.9-inch Krupp guns, two 4.7-inch Krupp guns, two 3.4-inch guns, two 2.9-inch Krupp guns, eight rapid-fire guns, four 1-pound revolving cannon, and two torpedo tubes. She carried 300 men.

The *Don Juan de Austria* was an iron cruiser of the third class. She was launched at Trieste in 1875, had a displacement of 1,130 tons, a length of two hundred and ten feet, beam of thirty-two feet, draft of twelve feet six inches, and a speed of 14 knots. She carried an armored belt of from four to eight inches thick and nine and one-half feet broad. Her armament consisted of four 4.7-inch Hontorio breechloaders, two 2.7-inch breechloaders, twelve 3-pound quick-firers, four 1-pound revolving cannon, five machine guns, and four torpedo tubes. Her central batteries and bulkheads were shielded

and her deck was protected. She carried a crew of 173 men.

The *Don Antonio de Ulloa* was a third-class unprotected cruiser. She was launched at Caraca in 1887. She was an iron single-screw vessel, two hundred and ten feet long, thirty-two feet beam, with a draft of twelve and a half feet, a displacement of 1,152 tons and a speed of 14 knots an hour. Her arma-



SIGNALING ON BOARD A WAR-SHIP

ment consisted of four 4.7-inch Hontorio breechloaders, and five 6-pound Krupp rapid-firers. She carried a crew of 173 men.

The *Velasco* was a small cruiser of the old type, launched at Blackwell in 1881. She was of iron, with one screw, a length of two hundred and ten feet, a beam of thirty-two feet, a draft of thirteen feet, a tonnage of 1,139, and a speed of 14 knots. She carried three 6-inch Armstrong breechloaders, two 2-inch Hontorio guns, and two machine guns. Her crew was 173 men.

The *Isla de Cuba* and *Isla de Luzon* were sister ships. They were both laid down at Elswick in 1886 and

launched in 1887. They were third-class protected cruisers with two screws and carried military masts. Their length was one hundred and eighty-five feet, their beam thirty feet, their mean draft eleven feet six inches, their displacement 1,040 tons, and their speed 15 knots. They were protected by steel deck plates and carried steel-clad conning towers. The armament of each consisted of six 4.7-inch Hontorio guns, four 6-pound rapid-firing guns, four 1-inch Nordenfeldt machine guns, and three torpedo tubes. They carried 164 men each.

The *Quiros* and *Villalobos* were also sister ships, both launched at Hong-Kong, the former in 1895 and the latter in 1896. They were gunboats of composite construction, single screw, one hundred and forty-five feet long, and twenty-three feet beam. Their tonnage was 347 tons, and their speed 12 knots. They were each armed with two 6-pound rapid-firing guns, and two five-barreled Nordenfeldt machine guns. Each had a crew of 60 men.

The gunboats *El Correo* and *General Lezo* were likewise sister ships. They were twin-screw iron vessels of 524 tons displacement with engines of 600 horse power. They were built respectively at Caraca and Cartagena in 1885. The *El Correo* was armed with three 4.7-inch Hontorio guns, two quick-fire guns, two machine guns, and one torpedo tube. Her speed was 10 knots. The *General Lezo* carried one 3.5-inch gun, had one machine gun, and two torpedo tubes. The complement of each gunboat was 98 men.

The *Marques del Duero* was a dispatch boat used as a gunboat. She was an iron twin-screw vessel of 500 tons,

was built at La Seyne in 1875, was one hundred and fifty-seven feet long and twenty-six feet in beam. Her speed was 10 knots an hour. She carried one 6.2-inch muzzle-loading Palliser rifle, two 4.7-inch smoothbores, and a machine gun. Her complement was 98 men.

Besides these the Spaniards had two transports, one of which carried two torpedo boats; otherwise these latter vessels were not in the fight.

Taking the three items of class, armament, and complement, the two fleets stood as follows:—

FLEET OF COMMODORE DEWEY

NAME	CLASS	ARMAMENT	MEN AND OFFICERS
OLYMPIA*.....	Protected Cruiser	Four 8-in., ten 5-in., 24 R. F.	466
BALTIMORE.....	Protected Cruiser	Four 8-in., six 6-in., 12 R. F.	395
BOSTON.....	Par. Ptd. Cruiser	Two 8-in., six 6-in., 10 R. F.	272
RALEIGH.....	Protected Cruiser	One 6-in., ten 5-in., 14 R. F.	295
CONCORD.....	Gunboat	Six 6-in., 9 R. F.	150
PETREL.....	Gunboat	Four 6-in., 7 R. F.	100
McCULLOCH.....	Revenue Cutter	Four 4-in.	130

FLEET OF ADMIRAL MONTJOJO

REINA CHRISTINA*.....	Steel Cruiser	Six 6.2 in., two 2.7, 13 R. F.	370
CASTILLA.....	Wood Cruiser	Four 5.9, two 4.7, two 3.4, two 2.9 in., 12 R. F.	300
DON ANTONIO DE ULLOA.....	Iron Cruiser	Four 4.7 in., 5 R. F.	173
DON JUAN DE AUSTRIA.....	Iron Cruiser	Four 4.7, two 2.7 in., 21 R. F.	173
ISLA DE LUZON.....	Steel Ptd. Cruiser	Six 4.7 in., 8 R. F.	164
ISLA DE CUBA.....	Steel Ptd. Cruiser	Six 4.7, 8 R. F.	164
VELASCO.....	Iron Cruiser	Three 6-in., two 2.7, 2 R. F.	173
MARQUES DEL DUERO.....	Gunboat	One 6.2, two 4.7 in., 1 R. F.	98
GENERAL LEZO.....	Gunboat	One 3.5 in., 1 R. F.	98
EL CORREO.....	Gunboat	Three 4.7 in., 4 R. F.	116
QUIROS.....	Gunboat	4 R. F.	60
VILLALOBOS.....	Gunboat	4 R. F.	60
Two torpedo boats and two transports			

* The Flagship.

Epitomized, the comparative strength was as follows:—

George Dewey had four cruisers, two gunboats, one cutter, fifty-seven classified big guns, seventy-six rapid-firers and machine guns, and one thousand eight hundred and eight men.

The Spanish admiral had seven cruisers, five gunboats, two torpedo boats, fifty-two classified big guns, eighty-three rapid-firers and machine guns, and one thousand nine hundred and forty-nine men.

It cannot be denied that the Americans had a greater number of heavy guns and that their ships were of more modern construction; nor must it be overlooked that the Spanish fleet was much more numerous, and that it had the immense assistance of protecting forts manned with strong garrisons and mounting an unknown number of guns, of whose calibre and force the most terrible tales had been circulated by the Spanish press and officials.

That the Spaniards were outclassed is true; but, though it may sound paradoxical, that the odds were with them and against the Americans is equally true. The superiority of George Dewey's fleet was not in number of boats or men, nor the size or number of his guns. It was the superiority of his gunners as marksmen; the advantage gained by practice and skill, coupled with Yankee ingenuity, and the long and wise head of the American commander, which made his victory possible, and raised the standing of the American Navy to that of a first-rate power among the navies of the world. Had the positions been reversed, the Spaniards having the American boats and guns, and George Dewey in

command of the vessels and guns which were pitted against him, the result would have been the same—the Americans would surely have been the victors.

The following brief biographical sketches of the prominent officers who served with George Dewey, in our late war with Spain, without whom the Admiral in his official report, says, he “could have done nothing,” will be of interest to our readers:—



CAPTAIN BENJ. P. LAMBERTON

Captain Benjamin Peffer Lamberton, Dewey's Chief of Staff at the Battle of Manila, was born in Pennsylvania, and graduated from the Naval Academy in 1865. He was attached to the steam sloop *Susquehanna*, of the Brazil squadron for one year, and the *Juniata* from 1866 to 1867, when he went to the apprentice ship *Saratoga*, where he served until 1869. In the meantime he had been four times promoted, a master in 1866, a lieutenant in the year following, and a lieutenant-commander in 1868.

From 1870 to 1874 he served on the *Mohican* and the *Dictator* and was on torpedo duty in the year following. He went to the Boston navy yard in 1876, and afterward to the Portsmouth navy yard. From 1877 to 1879 he served on the *Alaska* of the Pacific station, when he became connected with the Bureau of Equipment, where he served until 1882. He was with the *Vandalia* for two years, and from 1885 to 1888 was a lighthouse



CAPTAIN CHAS. V. GRIDLEY

inspector. He was promoted to the rank of commander in 1885, and from 1888 to 1889 was commandant of the Norfolk navy yard. He next commanded the training ship *Jamestown* for two years and then went to the Bureau of Yards and Docks.

Captain Charles Vernon Gridley was born in Indiana and appointed to the Naval Academy from Michigan. He graduated in 1863 and was assigned to the steam sloop *Oncida*, where he served for two years. He was at the battle of Mobile Bay, and at the close of the war was ordered to the *Brooklyn*, the flagship of the Brazil squadron, where he served two years, and on being transferred to the *Kearsarge* on the same station he served two years there. He was promoted in 1868, and served during the early seventies on the *Monongahela* and for the following four years at the Naval Academy, during which time he served on the practice ship *Constellation*. He was on the *Trenton* for two years, commanded the *Jamestown* and *Portsmouth*, and was senior officer of the cruising training squadron during 1886. He was made a captain in March 1897, which position he held on the *Olympia* at the Battle of Manila. He died at Kobe, Japan, June 4, 1898.

Captain Nehemiah Mayo Dyer was born in Provincetown, Mass., in 1839, educated in the public schools, served in the merchants' service from the age of fourteen to

twenty, enlisted and served in the fourth battalion of rifles, Massachusetts Volunteers, and was with Banks' division, Army of the Potomac. In April 1862 he was appointed an acting Master's mate in the Navy and assigned to the *Cuyler*, on which ship he served in the West Gulf squadron until he was for gallant conduct in capturing and



KOBE AND HARBOR, JAPAN, WHERE CAPTAIN GRIDLEY DIED, JUNE 4, 1898

burning the confederate schooner *Isabelle*, promoted to acting ensign by Admiral Farragut and appointed to command the *Eugenia*. In 1865 he was promoted to acting volunteer lieutenant, and upon the surrender of the confederate fleet under Commodore Farrand he was selected to command two of the surrendered vessels. He was made lieutenant in the navy in 1868, and a few months



COM. N. MAYO DYER

afterward was promoted. On a cruise, while attached to the *Ossipee* on the Mexican coast, in 1870, he rescued a sailor from drowning by jumping overboard, for which he was commended by the Secretary of the Navy. He has commanded a number of vessels in the last twenty years, and was in charge of the *Baltimore* at the Battle of Manila.

Captain Joseph Bullock Coghlan was born in Kentucky and appointed from Illinois, graduating in 1863. He was promoted two years later and was assigned to the flagship *Brooklyn*, where he served two years. He was executive officer of the *Parnee* in 1867, and on the steam frigate *Guerriere* in 1868. The next year he was on the sailing sloop *Portsmouth*, from which he was transferred to the *Richmond*, on the European station. He commanded the *Saugus* for one year and the *Colorado* for another year. For two years he commanded the *Monongahela*, on the Asiatic station, and on being promoted to commander in 1882 was assigned to the *Adams*. He was inspector of ordnance at League Island in 1891, was made captain in 1896, and commanded the *Raleigh* at the Battle of Manila. This vessel returned to the United States on April



CAPTAIN JOSEPH B. COGHLAN

16, 1899, landing at New York, and Captain Coghlan and his brave crew received an enthusiastic ovation from the people.

Captain Frank Wildes, of the *Boston*, is a native of Massachusetts, and was appointed to the Annapolis Naval Academy in 1860. He graduated three years later, and was made an ensign the same day. He served on the steam sloop *Lackawanna* of the West Gulf squadron



CAPTAIN FRANK WILDES

under Farragut, and took part in all the engagements, till the surrender of Fort Morgan. He was next assigned to the monitor *Chickasaw*, and was on this vessel during her operations in Mobile Bay in the Spring of 1865, and until the occupation of Mobile. Three months later he was transferred to the iron-clad *Monadnock*, and remained with that vessel until she was ordered out of commission, when he went to the command of the transport *Vanderbilt*. In June 1866 he received his commission as master, and one year later as lieutenant. He was with the steamer *Sarawee* until her wreck, on the north coast of Vancouver's Island, in 1868. From 1869 to 1871 he served on board the steam sloop *Pensacola*, and the frigate *Franklin*. In 1872, he spent one year at the Boston navy yard, leaving there to serve as executive officer on the steam sloop *Wyoming*, in the West Indies, until 1874, when he was transferred to the *Wauchusett*. In 1875 he was at the torpedo school at Newport.



COMMANDER ASA WALKER

afterwards assigned to the iron-clad *Dictator* for two years, and on special ordnance duty at Cold Spring, N. Y., until 1880. The same year he received his commission as commander, and was assigned to the *Yantic*, of the North Atlantic station. Three years later he was transferred to shore duty at the Portsmouth navy yard, and subsequently as lighthouse inspector. He next commanded the *Yorktown* for one year, followed by another period of shore duty at the navy yard at Norfolk. In July, 1894, he was promoted to the rank of captain, and assigned to the command of the receiving ship *Independence* at the Mare Island navy yard. In 1895, he was ordered to the *Boston*, which vessel he commanded at the Battle of Manila Bay. During this famous naval engagement, it is said of Captain Wildes, that he was second only to the commodore of the fleet in his coolness and mastery of the situation, standing on the bridge of the *Boston*, during the conflict, calmly smoking a cigar and fanning himself with a palm-leaf fan. After the Battle of Manila, 1898, Captain Wildes was assigned to duty as captain of the navy yard at Brooklyn.

Commander Asa Walker, of the *Concord*, has been in the naval service since November 21, 1862. He is a native of New Hampshire. On March 12, 1868, he was made an ensign; on March 21, 1870, a lieutenant; on December 12, 1884, a lieutenant-commander; and on April

11, 1894, a commander. He was assigned to the *Concord*, May 22, 1897.

Commander Edward Parker Wood, of the *Petrel*, is from Ohio. After four years in the Naval Academy he became a midshipman. September 29, 1863. His promotion to ensigncy occurred in October 1868. In 1869 he became a master and in the year following a lieutenant. His next promotion was on September 20, 1890, when he became a lieutenant-commander. He took charge of the *Petrel*, December 16, 1896, and on July 13, 1897, was promoted to the grade of commander.



COM. EDWARD P. WOOD

Captain Daniel B. Hodgsdon, commanding the *McCulloch*, is a native of New York. On November 12, 1898, he completed his thirty-seventh year as an officer of the revenue marine, which he first joined at Baltimore in 1861, with the commission of third lieutenant. On July 14, 1863, he was promoted to second lieutenantcy, and on July 14, 1864, his commission as first lieutenant was presented him. September 14, 1868, saw him wearing the insignia of captain, the highest rank in the service, a position he reached in about seven years. In his thirty-seven years' service Captain Hodgsdon has spent twenty-five years and two months on Atlantic coast stations, seven and a half years on the lakes, two and a half years on the Pacific, including nine months in Alaska, and six years on life-saving duty.



CHAPTER XII

OFFICIAL STATEMENTS

THE PART PLAYED BY EACH OF THE VESSELS IN THE AMERICAN SQUADRON AS TOLD BY THE COMMANDING AND EXECUTIVE OFFICERS OF ADMIRAL DEWEY'S FLEET



Flagship of Admiral Dewey

THE following reports made to Admiral George Dewey by the officers of the American vessels give in detail the story of the Battle of Manila, as viewed from the bridge, by each of the commanders and executive officers:—

FROM CAPTAIN CHARLES V. GRIDLEY
UNITED STATES FLAGSHIP OLYMPIA. }
OFF MANILA, PHILIPPINE ISLANDS. }
May 3, 1898.

Sir:—I have the honor to make the following report of this ship's engagement with the enemy on May 1:—

On April 30 we stood down for the entrance to Manila Bay. At 9:42 P. M. the crew were called to general quarters (the ship having been previously cleared for action) and remained by their guns, ready to return the fire of the batteries if called upon.

At about 11:30 P.M. we passed through Boca Grande entrance to Manila Bay. The lights on Corregidor and Caballo Islands and on San Nicolas Banks were extinguished.

After this ship had passed in, the battery on the southern shore of entrance opened fire at the ships astern, and the *McCulloch* and the *Boston* returned the fire.

At 4 A.M. of May 1 coffee was served out to officers and men. At daybreak sighted shipping at Manila. Shifted course to southward and stood for Cavité. At 5:06 two submarine mines were exploded near, Cavité bearing south-southeast, distant four miles. At 5:15 battery on Sangley Point opened fire, but the shell fell short. Other shells passed over us, ranging seven miles. At 5:41 A.M. we opened fire on Spanish ships with forward 8-inch guns, which were soon followed by the 5-inch battery. A rapid fire was kept up until the close of the action.

The range varied from five thousand six hundred to two thousand yards.

A torpedo boat ran out and headed for this ship, but was finally driven back by our secondary battery. She came out a second time and was again repulsed. This time she had to be beached, as several shot had hit her.

Batteries from Manila fired occasional shots at the ships during the action, but did no damage.

At 6:20 turned to starboard and headed back in front of the Spanish line. The *Olympia* led the column three times to the westward and twice to the eastward in front of the Spanish ships and shore batteries. On one occasion the Spanish flagship *Reina Christina* was

hit by an 8-inch shell from our forward turret and raked fore and aft. At 7:35 ceased firing and stood out into Manila Bay.

The men went to breakfast.

Many of the Spanish ships were seen to be on fire, and when we returned at 11:16 to complete the destruction of the Spanish fleet, only one, the *Don Antonio de Ulloa*, and the shore batteries returned our fire. The former was sunk and the latter were silenced.

At 12:40 P. M. stood back to Manila Bay and anchored.

Besides making the ordinary preparations of clearing ship for action, the heavy sheet chains were faked up and down over a buffer of awnings against the sides in wake of the 5-inch ammunition hoists, and afforded a staunch protection, while iron and canvas barricades were placed in various places to cover gun's crews and strengthen moderate defenses.

The vessel was struck or slightly hulled as follows:—

1. Plate indented one and one-half inches starboard side of superstructure just forward of second 5-inch sponson.

2. Three planks torn up slightly in wake of forward turret on starboard side of forecastle.

3. Port after shrouds of fore and main rigging.

4. Strongback of gig's davits hit and slightly damaged.

5. Hole in frame of ship between frames sixty-five and sixty-six on starboard side below main deck rail, made by a 6-pounder.

6. Lashing of port whaleboat davit carried away by shot.



THE WAR ROOM AT WASHINGTON

7. One of the rail stanchions carried away outside of port gangway.

8. Hull of ship indented on starboard side one foot below maindeck rail and three feet abaft No. 4 coal port.

The forward 8-inch guns fired twenty-three shells. The ammunition hoist was temporarily out of commission on account of the blowing of the fuse. The right gun worked well with the electrical batteries. Battery of left gun failed to explode the primer after the first shot; also resistance lamp in dynamo circuit broken. Used percussion primers in this gun with good results after the first shot.

The after turret fired thirteen shells. Had three misfires with battery of right gun and two with dynamo circuit, as fuses blew out. In renewing the fuses they were immediately blown out, so shifted to percussion primers with good results. In left gun one shell jammed, after which used half-full and half-reduced charge, which fired it. Battery of this gun gave good results. One primer failed to check gas.

The smoke from the 5-inch battery and from the forward 8-inch guns gave considerable trouble, and in both turrets the object glass of the telescopic sights became covered with a deposit from the powder and had to be wiped off frequently. These are, nevertheless, considered good sights for heavy guns; but it is recommended that bar sights be installed in case of emergency as there is no provision for sighting other than with the telescopes.

The batteries for the 5-inch guns found to be unreliable. Used dynamo circuit on three guns with good

results. Ammunition poor. Many shells became detached from the cases on loading and had to be rammed out from the muzzle. Several cases jammed in loading and in extracting. Guns and gun mounts worked well. Fired about two hundred and eighty-one 5-inch shells.

The 6-pounder battery worked to perfection, firing one thousand rounds. Fired three hundred and sixty rounds of 1-pounder and one thousand rounds of small-arm ammunition.

From 9:42 P.M. of April 30 till 12:40 P.M. of May 1, two divisions of the engineer's force worked the boilers and engines, keeping up steam and working well, notwithstanding the heat of the fire and engine rooms. The third division worked at their stations in the powder division.

The ship needs no immediate repairs and is in excellent condition to engage the enemy at any time.

There were no casualties nor wounded on this ship.

Where every officer and man did his whole duty there is only room for general praise. Pay Inspector D. A. Smith, Fleet Pay Clerk Wm. J. Rightmire, and Pay Clerk W. M. Long all volunteered for and performed active service not required by their stations. Ensign H. H. Caldwell, secretary to the commander-in-chief, volunteered for fighting duty and was assigned to the command of a subdivision of the 5-inch battery. Mr. J. L. Stickney, correspondent of the New York Herald (and formerly a naval officer of exceptional ability), served as a volunteer aid to the commander-in-chief and rendered invaluable assistance in carrying messages and in keeping an accurate account of



THE CAPITOL, WASHINGTON

the battle. One 6-pounder was manned by a crew of marines, and two relief crews for the 5-inch guns and two for the 6-pounders acted as sharpshooters under Captain W. Biddle, U. S. M. C.

The range was obtained by cross-bearings from the standard compass and the distance taken from the chart.

I am, sir, very respectfully,

CHARLES V. GRIDLEY,

Captain United States Navy, Commanding United States Flagship *Olympia*.

THE COMMANDER-IN-CHIEF,

Asiatic Station.

FROM CAPTAIN DANIEL B. HODGSDON

UNITED STATES STEAMSHIP McCULLOCH, }
MANILA BAY, May 3, 1898. }

Sir:—Regarding the part taken by this vessel in the naval action of Manila Bay at Cavité, on Sunday morning, May 1, 1898, between the American and Spanish forces, I have the honor to submit the following report:—

Constituting the leading vessel of the reserve squadron, the *McCulloch* was, when fire opened, advanced as closely as was advisable in rear of our engaged men of war, in fact, to a point where several shells struck close aboard and others passed overhead, and kept steaming slowly to and fro, ready to render any aid in her power, or respond at once to any signal from the *Olympia*. A 9-inch hawser was gotten up and run aft, should assistance be necessary in case any of our ships grounded. At

a later hour during the day, just prior to the renewal of the attack by our squadron, I intercepted the British mail steamer *Esmeralda*, in compliance with a signal from the flagship, communicated to her commander your orders in regard to his movements, and then proceeded to resume my former position of the morning, near the fleet, where I remained until the surrender of the enemy. I desire to state in conclusion that I was ably seconded by the officers and crew of my command in every effort made to be in a state of readiness to carry out promptly any orders which might have been signaled from your flagship.

Respectfully yours,

DANIEL B. HODGSDON,

Captain R. C. S., Commanding.

COMMODORE GEORGE DEWEY, U. S. N.,

Commanding United States Naval Force on Asiatic Station.

FROM CAPTAIN FRANK WILDES

UNITED STATES STEAMSHIP BOSTON, SECOND RATE, }
PORT CAVITÉ, MANILA BAY, May 3, 1898. }

Sir:—I have the honor to submit the following report of the part taken by this vessel in the late action with the Spanish fleet on the morning of May 1:—

At daylight the merchant ships off Manila were seen, and soon after the Spanish fleet, close in to Cavité. This vessel was the sixth in the column and brought up the rear. Several shots were fired by the batteries in Manila, and two shots were given in reply. At 5:35 A. M. action with the enemy commenced and was continued at

varying distances, steaming in a circle, until 7:35 A. M., firing with a fair degree of deliberation and accuracy. At times the smoke was dense, interfering very materially with manœuvring and firing.

The Spanish fleet and shore batteries replied vigorously, and an attempt was made with an improvised torpedo boat, but our fire was overpowering, and the enemy received heavy damage and loss.

In obedience to signal I withdrew from action at 7:35, and gave the crew breakfast and rest.

At 11:10 the action was renewed, and continued until the enemy ceased firing and his ships were all burned, sunk, or withdrawn behind the arsenal of Cavité.

This vessel was struck four times by enemy's shot, doing no material damage. Our own fire destroyed three of our own boats and badly damaged three others.

No casualties occurred.

The conduct of officers and men on this trying occasion was of the very highest quality, and they bore themselves with courage and spirit, and entirely to my satisfaction. It also gives me pleasure to bear witness to the courage and resolution of the Spanish fleet, and to say that they defended themselves creditably.

Very respectfully,

FRANK WILDES,

Captain U. S. N., Commanding.

THE COMMANDER-IN-CHIEF,

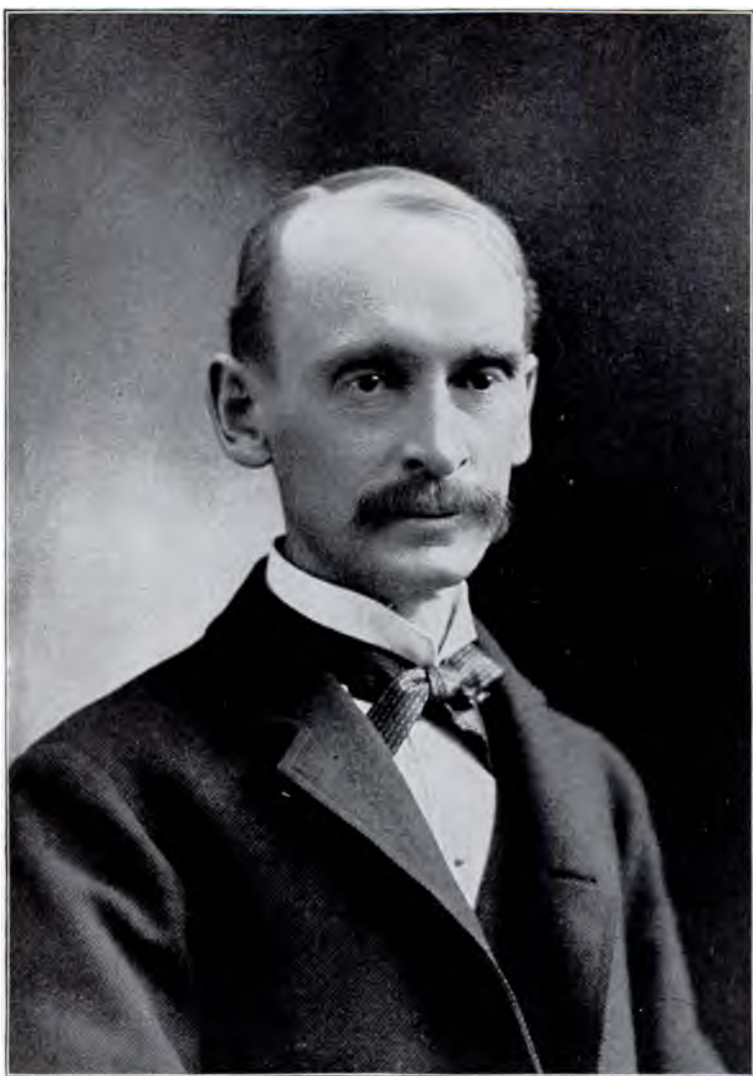
Commanding United States Naval Force on Asiatic Station.

FROM LIEUTENANT-COMMANDER J. A. NORRIS

UNITED STATES STEAMSHIP BOSTON, SECOND RATE, }
MANILA BAY, May 1, 1898. }

Sir:—In accordance with Article No. 525, United States Navy Regulations of 1898, I have the honor to make the following report of the noteworthy incidents which came under my observation on board the ship during the engagement this day with the Spanish fleet and shore batteries at Cavité. This vessel being stationed at the rear of the column, did not come into action until after the other ships. Firing commenced from the port main battery at 5:35, and continued until 7:35 A. M.

The guns were served rapidly and well. There being no quick and accurate method of finding the range, it was found that a considerable number of shots apparently fell short. Had the ship been provided with a range finder the effectiveness of the firing would have been somewhat increased; as it was, the result was generally good. After passing the enemy a countermarch was made, and fire was opened with the starboard battery. This manœuvre was repeated several times, until the enemy seemed to be silenced. During this part of the engagement full charges with common shell were used in all guns of the main battery. The guns generally worked well, but after an hour's fighting it was found that most of the breech plugs of the 6- and 8-inch guns were expanded by the heat, so as to make it a somewhat difficult operation to close the breech. After firing the forward 8-inch for half an hour it was found necessary to put in a new gas-check pad, and the firing was then



WILLIAM R. DAY, EX-SECRETARY OF STATE

continued. The wire breechings of No. 2 six-inch gun (starboard) were carried away near the end of the firing. The lock of No. 3 six-inch (port) was disabled and a spare one substituted. The vent of the port after 6-inch became choked up about the end of the first engagement, and a spare mushroom was substituted. At 7:35 the fleet hauled off for a rest and consultation. The enemy's ship *Reina Christina* and the smaller vessels had withdrawn behind the point and were on fire. The *Castilla* was apparently aground. This latter vessel was set on fire and abandoned by the enemy.

The action was resumed at 11:10 A.M., the starboard battery being first engaged. The reply was principally from the forts, but these were soon silenced. Advantage had been taken of the interval to put the battery in order again. The breechings on No. 2 six-inch were replaced by the gunner's mate of the division. The guns were still very hot, and the breech plugs became still harder to work. The forward 8-inch gun was put out of commission for about twenty minutes from this cause. At 12:20 P.M. the ship was turned around and the port battery brought into play. At 12:40 "Cease firing" was sounded, a white flag having been raised at Cavité.

During the whole engagement the ammunition supply was kept up in a highly efficient manner. As soon as a gun was fired, another charge was on hand. It was intensely hot on the berth deck and in the magazine and shell rooms. Several of the after powder divisions were temporarily disabled from this cause and men had to be taken from the second and third divisions to fill their places. . . .

The following very slight injuries resulted from the enemy's fire: Four-inch shell pierced foremast thirteen feet seven inches above the upper deck, going through from starboard to port, cutting one swifter of standing rigging on port side; one 2-inch shell pierced turtle-back five feet forward of port amidship 6-inch gun, five feet from gun deck; one 2-inch shell pierced ship's side fourteen inches above load line, passing through state-room No. 5, on port side, exploding berth and drawers; one 2-inch shot pierced the outside shell of hammock netting on port side abreast after end of chart room, exploding on inside among some men's clothing, setting it on fire; a shell grazed after part of the main topmast, just above the lower cap.

The discharge of the after 8-inch gun, when it was pivoted to port and fired across the deck, caused great damage in the rooms below on the port side; the seams of the deck were opened to some extent.

Toward the end of the first period of firing the electric-bell system of communication with the central station became partially disabled, the shock of the discharge breaking the wires.

The ship's boats were covered with canvas, with their sails disposed on the inboard side. They received injuries from the discharge of guns in their vicinity as follows:—

First whaleboat—Side blown out and back broken; complete wreck.

First cutter—Starboard quarter blown off; eight timbers and gunwale broken; planking all over opened and split; complete wreck.

Second cutter—Five planks blown out; bow timbers started, bow sagged; stern timbers broken away from fastenings and planking started; seams all opened; complete wreck.

Third cutter—Whole port quarter broken from fastenings; can be repaired on board.

Sailing launch—Whole starboard strake on port side blown off; one after frame broken; can be repaired on board.

Dingy—Calking started; can be repaired on board.

Steam launch—Starboard side three planks blown off bow; wood ends started from stem; deck planks started; boat spread; planking on starboard side started from fastenings; calking generally started; cannot be repaired on board.

There were no casualties among the crew. The shell which pierced the foremast did not explode, but scattered small pieces of iron from the mast which slightly scratched one or two of the occupants of the bridge.

Too much cannot be said in praise of the conduct of the officers and men who came under my observation. Very few, if any, of them had ever been under fire before, but their coolness was remarkable. They were full of zeal, energy, and enthusiasm, and were untiring. Where the conduct of all was so commendable it would be impossible to single out any individual for special praise. One noteworthy feature was the conduct of the Chinese messmen who were stationed in the after powder division. While they are usually considered alien in their ideas and are not regarded as good fighters, yet in

this case they displayed as much zeal, bravery, and energy as any other person. The uninterrupted ammunition supply in the after part of the ship was largely due to their efforts.

The three men, William Woods, seaman, Charles W. Lenderman and William R. White, apprentices, first class, sentenced by general court-martial to terms of imprisonment and who were made prisoners at large the day before the engagement, displayed the same zeal, bravery, and energy which characterized the remainder of the crew.

Very respectfully

J. A. NORRIS,

Lieutenant-Commander U. S. N., Executive Officer.

THE COMMANDING OFFICER,

United States Steamship *Boston*, Second Rate, Manila Bay.

FROM CAPTAIN NEHEMIAH M. DYER

UNITED STATES STEAMSHIP BALTIMORE, }
MANILA, PHILIPPINE ISLANDS, May 4, 1898. }

Sir:—I have the honor to make the following report, as required by Article 437, Navy Regulations, of the engagement of this ship with the Spanish fleet and shore batteries at Sangley Point, Cavité Bay, on the first instant:—

At early daylight the fleet had reached a point close up to the shipping off the city of Manila, when the signal was made, "Prepare for general action." Spanish batteries near old Manila opened fire at long range at



SIGNING OF THE PEACE PROTOCOL AT WASHINGTON

about the same time. Flagship leading, with port helm, bore down on the right of Spanish line of vessels, formed in a somewhat irregular crescent at anchor, extending from off Sangley Point to the northeast, and in readiness to receive us, their left supported by the batteries on Sangley Point.

Following your lead in close order, our fire commenced with the port battery at about 5:40 A. M., at a distance of about six thousand yards.

Our column passed down the enemy's line, turning with port helm as their left was reached, engaging them with starboard battery on the return. This manœuvre was performed three times at distances from the enemy's ships varying from two thousand six hundred to five thousand yards, when you signaled, "Withdraw from action," at 7:35.

Upon reaching a convenient distance in the bay, you signaled, "Let the people go to breakfast"; and at 8:40, "Commanding officers repair on board the flagship."

While on board the flagship I received an order to intercept a steamer coming up the bay, reported to be flying Spanish colors.

Soon after starting on this duty I discovered the colors of the stranger to be British, and so reported by signal, you having in the meantime made general signal to get under way and follow your motions, this ship being at the time some two miles to the south-southwest of the flagship on her way to intercept the supposed Spanish steamer.

At 10:55 you made general signal "Designated vessel will lead," with *Baltimore's* distinguishing pennant, and in

a few minutes signal to "Attack the enemy's batteries or earthworks," and for the fleet to "Close up"; in obedience to which order this ship led in, with starboard helm, to a position off the Canacao and Sangley Point batteries and opened fire with starboard battery at a distance of about two thousand eight hundred yards, closing in to two thousand two hundred, between which and two thousand seven hundred yards our best work was done, slowing the ship dead slow, stopping the engines as range was obtained, delivering a rapid and accurate fire upon the shore batteries and gunboat just inside of Sangley Point, since proven to have been the *Don Antonio de Ulloa*, practically silencing the batteries in question before the fire of another ship became effective, owing to the lead we had obtained in our start for the supposed Spanish steamer.

The fire of ships and batteries having been silenced and the white flag displayed on the arsenal buildings at Cavité, you signaled, at 1:20, "Prepare to anchor," and at 1:30, "Anchor at discretion."

The victory was complete.

The wind was light and variable during the first engagement and from the northeast; force two to three during the second.

The firing devices gave considerable trouble, extractors, sear springs, and firing pins bending and breaking, and wedge blocks jamming. Electric firing attachments gave trouble by the grease and dirt incident to firing insulating the connections, so much so that shortly after the engagement commenced they were abandoned for

percussion; but coolness and steadiness replaced defective parts in the shortest possible time.

The ammunition supply was ample, and the test was conclusive so long as electric hoists were uninjured.

The behavior of officers and men was beyond all praise. The accuracy and rapidity of their fire you were an eye-witness of. The steadiness and cool bearing of all on board who came under my own observation was that of veterans.

The fact that the ship was so rarely hit gave few opportunities for conspicuous acts of heroism or daring, but the enthusiasm and cool steadiness of the men gave promise that they would have been equal to any emergency.

I shall report later such detail of individual merit as has been mentioned by officers of divisions or that came under my own observation.

I inclose (a) report of executive officer; (b) surgeon's report of casualties; (c) carpenter's report of damages; (d) report of ammunition expended.

Very respectfully,

NEHEMIAH M. DYER,

Captain U. S. N., Commanding.

THE COMMANDER IN CHIEF,

United States Naval Force, Asiatic Station.

FROM LIEUTENANT-COMMANDER JOHN B. BRIGGS

UNITED STATES STEAMSHIP BALTIMORE, }
OFF MANILA, May 3, 1898. }

Sir:—In compliance with Article 525, United States Navy Regulations, I have the following report to submit of the action of May 1, at Cavité.

The *Baltimore* was engaged twice during the day in company with the other vessels of the squadron. The action of the battery and the conduct of all connected with it and its service were admirable. It is difficult to discriminate where coolness and efficiency prevailed throughout the ship's company. The spirit and readiness of all were in the highest degree commendable. The service of the guns and the delivery of ammunition were most prompt, and the experience has indicated to me that when occasion demands, the supply of ammunition is sufficient to meet all probable wants.

The *Baltimore* was struck five times, with small projectiles, all of which, with one exception, exploded or broke up. The most serious hit, happily attended with no serious injury to any officer or man, came from a 4.7-inch steel projectile, which entered the ship's side forward of the starboard gangway, about a foot above the line of the main deck. It passed through the hammock netting, downward through the deck planks and steel deck, bending and cracking deck beam in wardroom stateroom No. 5, then glanced upward through the after engine room coaming, over against the after cylinder of No. 3 6-inch gun (port), carrying away lug and starting several shield bolts, and putting the gun out of commission; deflected over the starboard side, striking a ventilator ladder and dropping on deck. In its passage it struck a box of 3-pounder ammunition of the fourth division, exploding several charges, and wounded Lieutenant Kellogg, Ensign Irwin, and six men of the gun's crew, none very seriously. A second shot came in about a foot above

the berth deck, just forward of the blowers, passed through the 'thwart-ship alleyway, hitting the exhaust pipe of the starboard blower, causing a slight leak. A third shot struck about two feet above the water line on the port side, abreast bunker B-110, passed into the bunker, cutting blower drain and main air duct, and exploding in bunker. A fourth shot came in about six feet above the berth deck, starboard side, abreast the forward end of the forward washroom, and broke up in a clothes locker. A fifth struck the starboard forward ventilator, slightly bending it.

The upper cabin skylight, the after range finder, and the two whaleboats hanging at the davits were all destroyed by the shock of discharge from the 8-inch guns of the second division.

The holes in the port side were temporarily plugged with leak stoppers and afterwards patched with rubber and iron patches.

No. 4 gun was gotten ready for use by the afternoon of May 2, Ensign N. E. Irwin devoting intelligent personal efforts to the accomplishment of the work.

JOHN B. BRIGGS,

Lieutenant-Commander U. S. N., Executive Officer.
THE COMMANDING OFFICER.

FROM CAPTAIN JOSEPH B. COGHLAN

UNITED STATES STEAMSHIP RALEIGH, }
OFF MANILA, LUZON, May 4, 1898. }

Sir:—I have the honor to submit the following report of the operations of this vessel of your squadron during

the engagement with the Spanish squadron and shore batteries at Cavité, near Manila, on the morning of May 1, 1898:—

At about 12:10 A. M. of May 1, when passing in column, natural order, abreast of El Fraile Island, at the entrance to the bay, I observed a flash, as of a signal thereon, and at about 12:15 A. M. a shot was fired from El Fraile, passing, as I think, diagonally between the *Petrel* and this vessel. A shot was fired in return, but without effect, by the starboard after 5-inch gun of this vessel.

At 5 A. M., when the squadron was nearly abreast the city of Manila, and the flagship was turning to pass down toward Cavité, the Lunetta battery, of apparently heavy guns, at Manila, opened fire and continued so long as the squadron was in action. This vessel shifted position from starboard to port (inside) quarter of the *Baltimore*, and held that position until retired at 7:35 A. M. At a few minutes after 5 A. M. this vessel, so soon as the Spanish vessels at Cavité bore on the port bow, opened fire with the 6-inch gun, and then with the 5-inch guns in succession, as fast as they would bear. The secondary battery guns did not seem to reach the enemy, and their fire was soon stopped and not again used until the distance was considerably lessened. At 11:20 A. M., when signal was made to re-engage, this vessel started ahead full speed (using reserve speed) to keep up with the flagship, but it was found to be impossible, and falling behind all the time, I cut across to gain line abreast of Cavité battery just as the flagship passed the *Baltimore*

at that port, at which time we opened fire with all guns. At 12:00, in obedience to signal, this vessel attempted to get into the inner harbor to destroy the enemy's vessels, but getting into shoal water—twenty feet—was obliged to withdraw, and so reported. While attempting to get inside, the battery was used on a vessel of the enemy at anchor (supposed to be the *Don Antonio de Ulloa*) until she sank. Not being able to find a channel farther inside, and everything in sight having been destroyed, this vessel at 1:30 P. M. withdrew and later anchored near the flagship. I inclose a statement of the ammunition expended during the engagement.

I am very pleased to report that the officers and crew behaved splendidly. Each and every one seemed anxious to do his whole duty, and, so far as I can learn, did it. Their whole conduct was beyond praise.

This vessel was struck but once, and then by a 6-pounder shell, which passed through both sides of the whaleboat (above her water line), and then glanced along the chase of the starboard 6-pounder on our poop. The gun was not injured, and the whaleboat but slightly, and she is again ready for service.

I am happy to report that there were no casualties of any kind.

This vessel at the close of the engagement was in as good condition as when it began, and without any preparation could have fought it over again.

In conclusion, permit me to congratulate you upon the very brilliant victory you achieved over a naval force

nearly equal to your own and backed by extensive shore batteries of very heavy guns, and this without the loss of a single life. History points to no greater achievement.

Very respectfully,

JOSEPH B. COGHLAN,

Captain U. S. N., Commanding.

COMMODORE GEORGE DEWEY, U. S. N.,

Commander-in-Chief United States Naval Force, Asiatic Station.

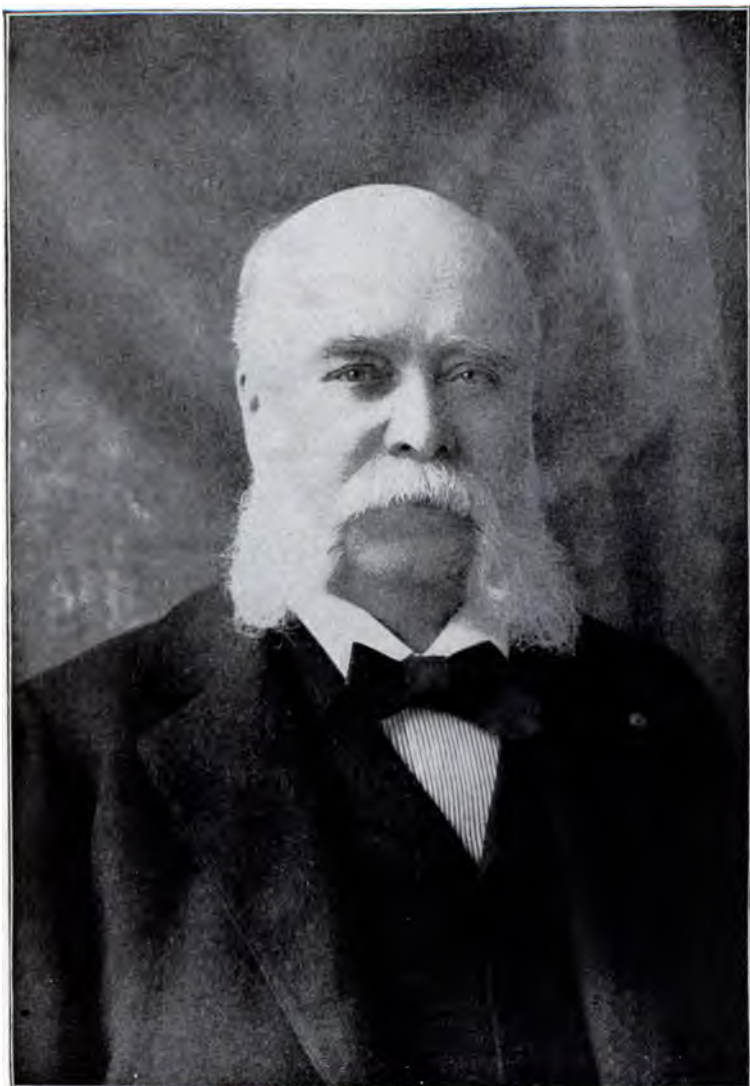
FROM COMMANDER EDWARD P. WOOD

UNITED STATES STEAMSHIP PETREL, }
MANILA Bay, May 4, 1898. }

Sir:—I respectfully report as follows concerning my share in the action fought by the fleet under your command in Manila Bay, off Cavité, on the morning of May 1, 1898:—

The ship had been partly cleared for action at Hong-Kong and on the run to Manila. Went to quarters for action at 9:45 P. M. of April 30th, and all preparations were completed. Hammocks were not piped down, but men were allowed to sleep at their guns.

The position of the *Petrel* was fourth from head of column, astern of *Raleigh*, and ahead of *Concord*. We passed in through Boca Grande, about one mile from El Fraile. All lights were masked and only stern lights showing. At 11:10 a rocket and light were shown from Corregidor Island, and just as the *Raleigh* and *Petrel* came abreast El Fraile three shots were fired from a shore



Wm. L. Woodford

EX-UNITED STATES MINISTER TO MADRID, SPAIN

battery on the rock, these being promptly replied to by the *Raleigh*, *Concord*, and *Boston*. We steamed slowly up the bay, and just as day was breaking, about five o'clock, the shore batteries below Manila began firing. It was scarcely light enough to distinguish signals from this vessel when flagship made signal, "Prepare for action," so signal was repeated from the *Baltimore*. During time column was forming and closing up, the batteries from below Manila were firing. As flagship stood to southward the ships and batteries at Cavité began their firing, and gradually, as we approached, we could make out ships under way in harbor and three guns on shore firing. The battery of this vessel began firing at 5:22 by the deck clock at a range of five thousand yards.

The column circled three times from east to west in front of shore, standing in a little nearer each time, the first time being three thousand yards, and the third time one thousand eight hundred yards. During these three rounds this vessel expended ninety-two 6-inch common shells, eighty-two 6-inch full charges, ten reduced charges, and two hundred and fifty-three 3-pounders. Several times during rounds had to cease firing on account of smoke and in order to economize ammunition. The greater part of our great-gun fire was at the *Reina Christina* and *Castilla*, the former steaming around the harbor and the latter anchored about five hundred yards off Sangley Point; but the other and smaller vessels were fired at when opportunity offered. Especially was the fire of the rapid-fire guns aimed at a yellow launch, which was apparently a torpedo boat trying to turn our

flank. The navigator, Lieutenant B. A. Fiske, was stationed in the top, with a stadimeter, to determine the distance and report upon the efficiency of the fire.

At 7:30 we ceased firing and withdrew from action in obedience to a signal from flagship to fleet to that effect. The men were given their breakfasts. While withdrawing the enemy continued firing until we were well out of range, and the batteries below Manila were firing at intervals during breakfast. At 11:20, when the signal was made to get under way, the *Petrel* followed the *Olympia* and stood well in. While steaming across the fire the signal was hoisted for the *Petrel* to pass inside.

This vessel left her station, passed outside of *Baltimore*, and rounded Sangley Point about five hundred yards outside of where the *Castilla* was burning. The fire was then directed at the *Don Antonio de Ulloa*, and when it was found that she was sinking and deserted the ship passed farther inside and opened fire upon the ships behind inner breakwater and whose masts were seen above government buildings. During the firing on the *Ulloa* a white flag with a Geneva cross was discovered in range with her, and I stood in further so as to get it out of range. After the first two or three shots fired through the public building at ships behind the mole, the Spanish flag was, at 12:30 P.M., hauled down and a white flag run up. The surrender was immediately signaled to fleet, and firing ceased.

In obedience to a signal from flagship to destroy all ships in the harbor, Lieutenant Hughes was sent with a



THE WHITE HOUSE, WASHINGTON, D. C.

whaleboat's crew of seven men (this whaleboat being the only one on the ship which would float) and set fire to the *Don Juan de Austria*, *Isla de Cuba*, *Isla de Luzon*, *General Lezo*, and *Marques del Duero*. Afterwards Ensign Fernier was sent to set fire to the *Velasco* and *El Correo*. The *Isla de Cuba*, *Isla de Luzon*, and *Don Juan de Austria* were aground and full of water when they were fired. Their outboard valves were opened and the ships allowed to fill. The breech plugs of 4-inch guns had been taken off and could not be found. During the night the magazines of the *Don Juan de Austria* blew up. The *Manila* was not burned because the Spanish officers begged that she be not destroyed because she was unarmed and a coast-survey vessel. Lieutenant Fiske and Passed Assistant Engineer Hall raised steam on the ship this morning, the 4th instant, and brought her out. At the time she was aground. The *Don Antonio de Ulloa* was sunk and the *Reina Christina* and *Castilla* were burning in outer harbor.

Lieutenant Fiske was sent ashore and brought off two tugboats, the *Rapido* and *Hercules*, and three steam launches.

I was anchored in Cavité harbor from 12:50 to 5:20 P. M., when I got under way and returned to the fleet.

There were no casualties or accidents of any kind, the ship having been struck only once just beneath hawse pipe by a piece of shell, which burst as it sank and threw a column of water over the forecastle.

After the white flag was displayed, there was apparently the greatest confusion in the arsenal. Parts of the crews of the various ships were there, and all were armed and were constantly falling in and moving about; yet

there was no evidence of any desire to continue the fighting, and instead of any resistance being offered to the destruction of the ships, they were rather inclined to assist with their advice, and evinced a desire to surrender to the first officer they met.

The action of ammunition was exceedingly good. There were expended during action one hundred and thirteen 6-inch common shells, three 6-inch armor-piercing shells, eighty-two 6-inch full charges, thirty-four 6-inch reduced charges, and three hundred and thirteen 3-pounder ammunition. Owing to the heat due to firing, the pads swelled and made it very difficult to lock the breech plug. Nothing would remedy this save shifting plugs, replacing hot plug by the one from the other gun which was cool. The wedge of firing lock jammed frequently, due to hot parts. This was remedied by shifting locks.

The percussion primers worked very unsatisfactorily; sometimes four primers would be expended before one would act. Primers leaked badly, causing excessive deposit in primer seat, hard extraction and delay in priming of gun, and requiring frequent boring of vent.

The action of no one can be censured, the conduct of each and every officer and man being excellent. There was no confusion; I should say less than at ordinary target practice.

The loading was rapidly done and the firing was deliberate. Due to your caution to commanding officers that no ammunition should be wasted, Lieutenant Plunkett fired the forward 6-inch guns and Ensign Fermier the after ones, and the work was thoroughly done. Lieu-



THE BOARD OF NAVAL STRATEGY, WASHINGTON

tenant Hughes stationed himself on the poop, as it was deemed essential that he should not be with the commanding officer on the bridge. He materially assisted Ensign Fermier by observing fall of shot and tendering advice regarding pointing.

I wish particularly to call to your attention Lieutenant Hughes, his gallantry in taking a boat's crew of seven men and in the face of a large armed force on shore, setting fire to the five ships before mentioned. He was aware that he had the only boat in the ship which would float, until the steam whaleboat could be prepared.

Lieutenant Fiske stationed himself on the fore cross-trees with stadimeter to measure the range and report on the fall of shots. He also took charge of the steam whaleboat to cover Lieutenant Hughes in his operations in burning the ships.

Lieutenant Wood had charge of the powder division, assisted in the after part by Assistant Paymaster Seibels. There was at no time a halt in the firing due to failure of the powder division.

Ensign Montgomery was in charge of the signals, and materially assisted me on the bridge. He also directed the fire of the forward 3-pounder when it was allowed to be fired. He also afforded assistance to Lieutenant Plunkett by observing the fall of shots from the forward 6-inch guns.

I desire also to mention the efficient service of the engines. In order to maintain our position and to take advantage of every opportunity, the engine telegraph was in constant use from full speed to stop, and the engine

never failed to respond in the quickest time possible. This I consider to be due to the high state of efficiency of that department, and the whole credit is due to Passed Assistant Engineer Hall.

I can make no statement regarding the services of Passed Assistant Surgeon Brownell, as the *Petrel* was most fortunate in having no casualties.

I inclose the report of the executive officer.

Very respectfully,

E. P. Wood,

Commander U. S. N., Commanding.

THE COMMANDER-IN-CHIEF,

United States Naval Force, Asiatic Station.

FROM LIEUTENANT EDWARD M. HUGHES

UNITED STATES STEAMSHIP PETREL,

OFF CAVITÉ, MANILA BAY, May 2, 1898. }

Sir:—In accordance with the requirements of Article 525, United States Navy Regulations, I have the honor to submit the following report concerning the part taken by this vessel in the general action fought yesterday off Cavité, in Manila Bay:—

The ship was gradually cleared for action, this work having been begun in Hong-Kong, when the fore and foretopsail yards, foretrysail gaff, ladders, diving outfit, part of the running rigging, etc., were placed on board the transport *Nanshan*, and completed the day before the squadron entered Manila Bay. In the operation of preparing the ship for action certain articles and material in the equipment and construction departments were necessarily thrown

overboard. Among these may be mentioned all of the varnishes, inflammable paints and oils, tar, turpentine, etc., lumber, two boats' strong backs, one turpentine chest, one ice chest, one large hammock box, the carpenter's bench, etc. During the action the discharge of the after 6-inch guns shattered the gig and first whaleboat and they were cut adrift, carrying with them their outfits complete. These boats have been temporarily replaced by two taken from the enemy.

No description of the manoeuvres during the action is included in this report. As regards the *Petrel*, the first shot was fired at 5:22 A.M. and the last one, before hauling off for breakfast, was fired at 7:30 A.M. The times of beginning and finishing the firing during the second part of the action were, respectively, 11:30 A.M. and 12:30 P.M., at which latter time the Spanish flag on the arsenal sheers in Cavité was hauled down.

The return of ammunition expended will be made by the ordnance officer; but, approximately, about one-third of the entire supply on board for the 6-inch guns was expended, including a large proportion of common shell and full charges. So far as could be observed, the fuses acted exceedingly well, all the shell bursting. Some complaint was made by the officers commanding gun divisions that the primers frequently failed, both electric and percussion.

The bearing of all on board was satisfactory in the extreme, and I can specially call attention to no one in this connection. With little excitement, a quiet enthusiasm and the utmost steadiness prevailed throughout

the ship's company. The practice of the gun captains was excellent, being both deliberate and precise.

After the action was over, in obedience to your instructions, boats' crews from this vessel burned the following Spanish ships lying in Cavité harbor: The protected cruisers *Don Juan de Austria*, 1,160 tons; *Isla de Luzon*, 1,050 tons; *Isla de Cuba*, 1,050 tons; the gunboats *General Lezo*, 520 tons; *Marques del Duero*, 500 tons; *El Correo*, and one (not engined) name unknown.

On rejoining the squadron, the *Petrel* towed from Cavité to the anchorage off Manila, two small tugs—the *Rapido* and *Hercules*—and three steam launches, which were this morning turned over to the flagship.

No casualties occurred on board. The vessel was not hit, save for a scratch on the stem, and no repairs will be necessary. That part of the equipment sacrificed in clearing for action should be replaced.

Very respectfully,

EDWARD M. HUGHES,

Lieutenant U. S. N., Executive Officer.

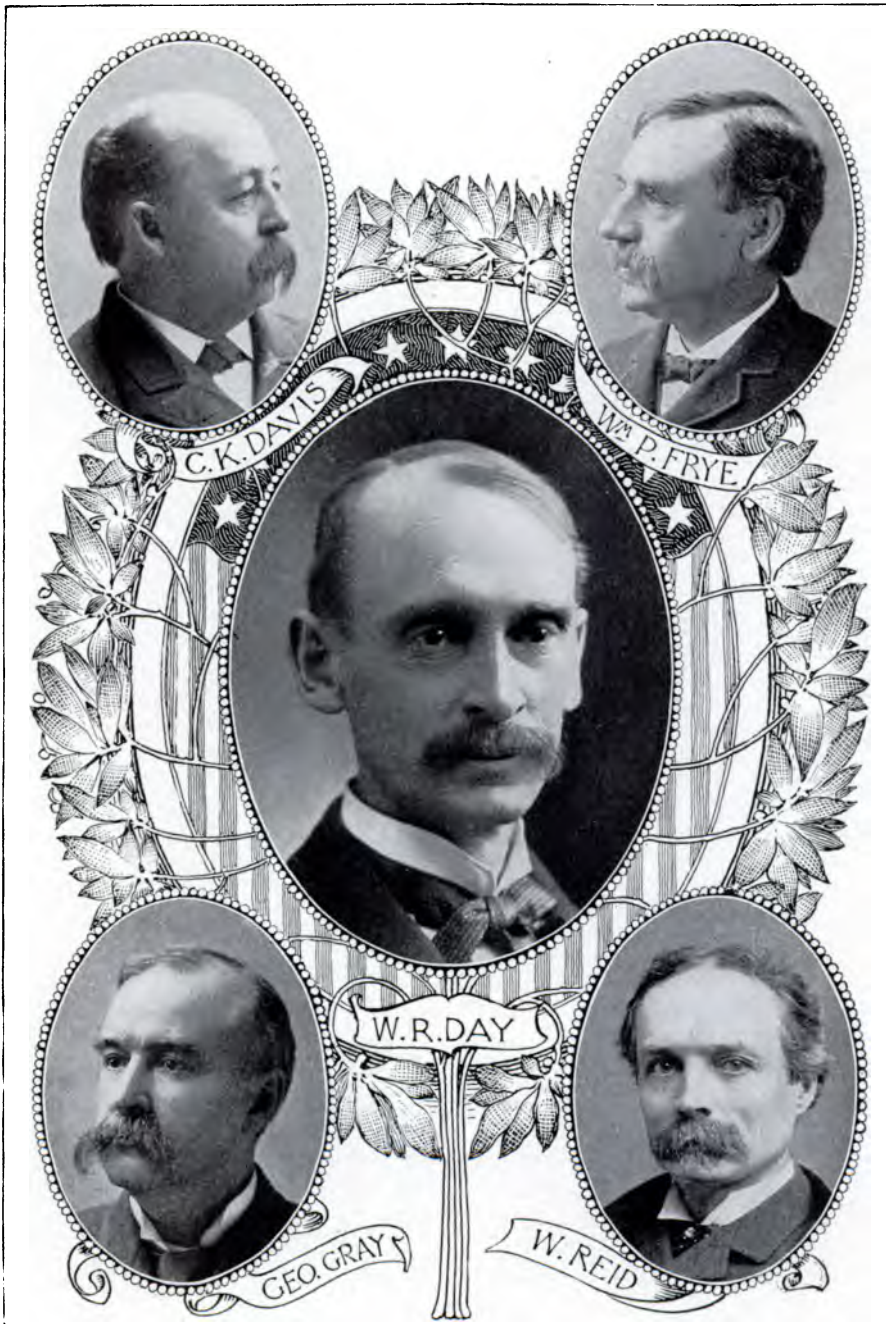
THE COMMANDING OFFICER,

United States Steamship *Petrel*.

FROM COMMANDER ASA WALKER

UNITED STATES STEAMSHIP CONCORD, }
MANILA, May 2, 1898. }

Sir:—In compliance with Article 275, United States Navy Regulations, I have to submit the following report of the late action so far as this vessel was concerned:—



UNITED STATES PEACE COMMISSIONERS TO PARIS, OCTOBER 1, 1898

In obedience to your orders I took position in line. In passing the city a big gun opened on the fleet, to which I replied with two shots. The *Concord* held her position in the line until your order to withdraw from action.

Later in the day I was ordered by you to burn a transport. To arrive at the position of the transport my course lay so as to open the dockyard and vessels therein, at which I took a few shots with the 6-inch battery. I succeeded in firing the transport, which is still in flames.

Each and every one of my subordinates did his whole duty with an enthusiasm and zeal beyond all praise. I am particularly indebted to the executive officer, Lieutenant-Commander George P. Colvocoresses, for the cool, deliberate, and efficient manner with which he met each phase of the action, and for his hearty co-operation in my plans. Lieutenant T. B. Howard, the navigator, proved that, like his father, he was ready to offer his life to his country and flag. The officers of divisions—Lieutenant P. W. Hourigan, powder; Lieutenant (junior grade) C. M. McCormick, third gun; Ensign L. A. Kaiser, second gun, and Ensign W. C. Davidson, first gun—performed every duty with zeal and alacrity. Ensign O. S. Knepper, in charge of signals, performed the duty as though he were in the daily habit of being under fire. Passed Assistant Paymaster E. D. Ryan volunteered to take charge of the after powder division, and was most useful therein. The steam department, under Chief Engineer G. B. Ransom and Passed Assistant Engineer H. W. Jones, was in perfect condition, working as though on parade. Pay Clerk

F. K. Hunt volunteered to assist the surgeon. The crew, one and all, worked with enthusiasm. I have nothing but praise for each and every man.

I am happy to report that there were no casualties. The *Concord* was not hit.

The following is a list of the ammunition expended: One hundred and fifteen 6-inch full charges, sixty-seven 6-inch reduced charges, six shrapnel, one hundred and seventy-six 6-inch common shell, two hundred and twenty 6-pounder cartridges, one hundred and twenty 3-pounder cartridges, and sixty 1-pounder cartridges.

I inclose a list of the ammunition remaining on board, also the report of the executive officer and of the chief engineer.

Very respectfully,

ASA WALKER,

Commander U. S. N., Commanding.

THE COMMANDER-IN-CHIEF,

United States Naval Force, Asiatic Station.

FROM LIEUTENANT-COMMANDER GEORGE P. COLVOCORESSES

UNITED STATES STEAMSHIP CONCORD, THIRD RATE, }
MANILA BAY, May 3, 1898. }

Sir:—I have the honor to submit the following report of the action in Manila Bay:—

At 12:25 A. M., May 1, 1898, the *Concord*, being in her assigned position in the column and cleared for action, entered the Boca Grande. While passing El Fraile a rocket was fired and soon followed by a shot from a battery on shore. This ship returned the fire. A second shot from

the battery passed between our main and mizzen masts and over. We fired again, after which the battery did not reply.

At 12:45 A.M., while approaching the anchorage off Manila, we were fired upon by a shore battery and two shots were exchanged; we also fired at a supposed torpedo boat that ran out from Cavité and was sunk by the *Olympia's* guns. Another boat made for the *Olympia*, but meeting a warm reception, turned, ran on the beach, and was abandoned.

The squadron, in splendid order, turned to the right when off the city and advanced on the Spanish fleet, which appeared in line of battle off Sangley Point, in Canacao Bay. They opened upon us at once, but most of their shots fell short. As we steamed past the enemy's line each vessel of our squadron delivered fire from her port battery, and the effect was soon apparent. The ensign of a cruiser, which we took to be the *Reina Christina*, was shot away, but hoisted again, and she took fire at 7:25 A.M., apparently from the effects of a shell from the *Concord's* third division, and the fire hose could be seen playing aloft.

Three complete turns were made by our squadron in front of the enemy's line, the ships firing whenever the guns would bear.

At 7:40 A.M. we ceased firing, in obedience to signal from the commander-in-chief, and at 8:10 A.M. the crews went to breakfast. At this time several of the enemy's ships were in flames and explosions took place on board one of them; some were sinking and others withdrawing for protection behind Canacao and Cavité.

At 8:30, in obedience to a signal from the flagship, "*Concord* go in and see what ships are on fire," this vessel promptly proceeded toward the Spanish line, but the order was annulled.

At 9:25 a loud report was heard, which came from one of the Spanish cruisers, and was followed by flames and smoke.

At 11:45 A. M. our squadron again stood in for the enemy, when signal was made for the *Concord* to destroy a large transport that was anchored well inside in shallow water, and where there were a number of fish weirs. In passing we fired with great effect at the curtain of the fort at Cavité and at two Spanish vessels. At this time the battery work of all our divisions was most excellent, exhibiting all the coolness and precision of ordinary target practice. On arriving within two thousand five hundred yards of the transport we commenced firing with main and secondary batteries, and at the first round about ten boats loaded with men were seen to leave her and land on the beach.

At 12:25 not a Spanish flag was flying in the harbor except from the staff of the sunken cruiser *Don Antonio de Ulloa*, submerged behind Sangley Point; the *Reina Christina* was a mass of flames and sunk near the bastion at Cavité, and the *Castilla* was burning rapidly in Canacao Bay. The remaining vessels of the Spanish fleet sought refuge behind the arsenal, and several of them were on fire; the guns at the Cavité and Sangley batteries had almost ceased firing, and a white flag appeared on the sheers at the arsenal.

The *Concord* continued firing at the transport in obedience to signal, and to hasten operations the first cutter and whaleboat, in charge of Ensigns Kaiser and Davidson, armed for cutting out, were got into the water, the former from the skid beams, with the greatest promptitude, and provided with inflammables, but before they had gone any distance it was discovered that the transport was on fire, and the boats were recalled and hoisted in. At 1:45 we started to rejoin the squadron, but were ordered to go to the *Petrel* at Cavité, where she had been sent to destroy the vessels at the arsenal. She signaled as we anchored, "Have destroyed eight vessels here." White flags were flying at various points on shore and there was no longer any resistance.

The *Boston* joined us at 5:30.

During the engagement a number of shot and shell passed over and near us, but neither the vessel nor her crew received damage from the enemy.

The blocks of the whaleboat's falls and a chest hanging over the quarter, several panes of glass, and some crockery were injured by the concussion of our own guns.

The zeal, energy, and steadiness displayed by all the men and officers while under fire are deserving of the greatest praise, and the thorough and efficient working of the battery, the promptness of the ammunition supply, the completeness of preparations for the care of the sick and wounded, and the perfect working of the engines and mechanical devices, reflect the highest credit upon each

of the officers of divisions and heads of departments of the ship under your command.

Respectfully, your obedient servant,

GEORGE P. COLVOCORESSES,

Lieutenant-Commander U. S. N., and Executive Officer.
COMMANDER ASA WALKER,
Commanding *Concord*.

In a battle between land forces there are no unseen heroes. Every man plays his part above ground and in general view. But in a battle on the sea there are heroes unseen and almost unheard of—the men who stand before the roaring furnaces below decks, and, in a temperature often as high as two hundred degrees, feeding fuel to the great fires of the mighty war-ship. But they are none the less heroes, however, because unknown as such.

The cruiser *Raleigh* brought back to the United States several men who were with Admiral Dewey on the *Olympia* during the Battle of Manila Bay. Among them was Charles H. Twitchell, a stoker. While she lay at anchor in the North River, our correspondent boarded the cruiser and found Mr. Twitchell, who readily consented to tell something of the part taken by the men below decks during that memorable battle of May 1, 1898. Here is the story in his own words:—

You see, there isn't much fun for a man 'way down here, out of sight of everything and everybody; it's work for men and plenty of it. You may think it hot down here now, but this is Paradise alongside of what we had when we went for the Spaniards.



THE UNSEEN HEROES ON A WAR-SHIP

Midnight before the battle my shift went down to take care of the engines. Just about that time we got opposite Corregidor, and the guns in the Spanish forts woke us up and let us have it. We passed 'em all right and kept right on up the bay as though nothing had happened.

Of course we didn't know much of what was going on up above. The battle hatches were all battened down, and we were shut in this little hole, the ventilating pipes being the only things left open.

Everybody had received orders to stand by his post and do his best until the shooting match was over. The temperature was nearly up to two hundred degrees at this time, and it was so hot our hair was singed. There were several leaks in the steam pipes, and the hissing hot steam made things worse.

The clatter of the engines and the roaring of the furnaces made such a din it seemed one's head would burst. When a man could stand it no longer he would put his head under the air pipe for a moment and try to cool off a little. The heat grew so unbearably fierce at times our hands and wrists would seem on fire, and we had to plunge them in water. All the water we had was in an old pork barrel, and it tasted more like hot brine than water. But bad as it was, it would at least moisten our throats. About half-past four that morning we were ordered on deck to get a breath of air and a cup of coffee. We were given to understand when we dived down into our furnace again that the battle was going to begin at once.

We knew that might mean that this was the last glimpse we would ever get of the deck, and we went down prepared to go to the bottom of Manila Bay. Battened down the way we were in the bottom of the ship, had she been sunk there would not have been the slightest chance of escape.

We could tell when our guns opened fire by the way the ship shook; we could scarcely stand on our feet, the vibration was so great. Just at that moment I glanced at the clock hanging on the wall and saw it was ten minutes to six.

From that time on the din was something horrible. Every once in a while one of the apprentice boys would come to our ventilating pipe and shout down from the deck what was going on. That was the only way we could tell how the battle was going. We kept on working all the time as hard as we could. The ship shook so fearfully that

the soot and cinders poured down on us in clouds. Now and then a big drop of scalding water would fall on our bare heads, and the pain was intense.

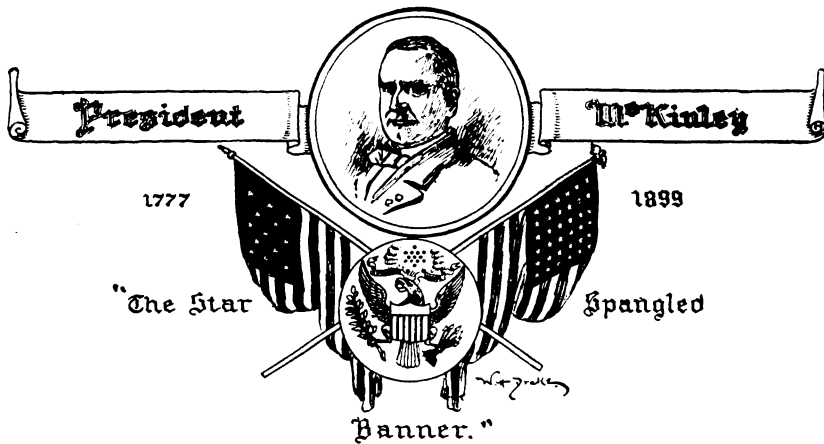
One by one three of our men were overcome by the terrible heat and were hoisted to the upper deck.

Whenever a Spanish ship would make a move out toward us some of the boys on deck would shout down that they were coming for us full tilt. We knew it meant sure death if the *Olympia* got a shot through her anywhere in our vicinity. We were suffering so much from the heat and thirst that death didn't frighten us. I guess we all thought it couldn't be much worse than what we were going through. Along toward the last of our first engagement an apprentice boy shouted down the pipe that a Spanish torpedo boat was making straight for us. I don't believe any of us had said more than a word or two up to that time, but at this news almost all of us set up some kind of a shout. We knew if that torpedo reached us that would be the windup.

But it never did reach us, and in a few minutes the boy yelled again and said the boat had been riddled by our guns. This news brought a cheer from the men, and we felt considerably better. About eight o'clock we drew off for a consultation of war. We went on deck then for a breathing spell and a bite to eat, and I can tell you we were mighty glad of the change. We were all surprised that the decks weren't covered with blood and mangled bodies, and could scarcely believe it when they told us no one was hurt.

I shall never forget those few hours I spent in front of the furnaces in Manila Bay. It seemed to me the longest day I ever lived. I'm not anxious to go through it again, and I don't think any of the others are.

This unpretentious narrative might be retold a thousand times. "The man behind the gun" fights in light and air. He has the exhilaration of open battle, though the smoke may hide the result of his shot. The men before the furnace can strike no blow, fire no shot. He toils and dies that others may fight and win, yet to him belongs no less the honor of the battle.



CHAPTER XIII

HONORED BY STATE AND NATION

RESOLUTIONS OF CONGRESS—APPOINTED REAR-ADMIRAL BY THE PRESIDENT—PRESENTED WITH HISTORIC FLAGS—DEGREES AND MEDALS—ADMIRAL OF THE NAVY—COMMENDED BY HIS ASSOCIATES



Captured Spanish Gun-Boat.

WHEN the victory of Manila Bay fully dawned upon the minds of the American people, there was a unanimous call from the press and pulpit for some prompt and official recognition of George Dewey and his gallant associates. President McKinley responded to this popular feeling with the following message to Congress:—

*To the Congress of the United States:—*On the twenty-fourth of April, I directed the Secretary of the Navy to telegraph orders to Commodore George Dewey, of the

United States Navy, commanding the Asiatic squadron, then lying in the port of Hong-Kong, to proceed forthwith to the Philippine Islands, there to begin operations and engage the assembled Spanish fleet.

Promptly obeying that order, the United States squadron, consisting of the flagship *Olympia*, the *Baltimore*, the *Raleigh*, the *Boston*, the *Concord*, and the *Petrel*, with the revenue cutter *McCulloch* as an auxiliary dispatch boat, entered the harbor of Manila at daybreak on the first of May and immediately engaged the entire Spanish fleet of eleven ships, which were under the protection of the fire of the land forts. After a stubborn fight, in which the enemy suffered great loss, these vessels were destroyed or completely disabled, and the water battery of Cavité silenced. Of our brave officers and men not one was lost, and only eight injured, and those slightly. All of our ships escaped any serious damage.

By the fourth of May, Commodore Dewey had taken possession of the naval station at Cavité, destroying the fortifications there and at the entrance of the bay and parolling their garrisons. The waters of the bay are under his complete control. He has established hospitals within the American lines, where two hundred and fifty of the Spanish sick and wounded are assisted and protected.

The magnitude of this victory can hardly be measured by the ordinary standards of naval warfare. Outweighing any material advantage is the moral effect of this initial success. At this unsurpassed achievement the great heart of our nation throbs, not with boasting nor with greed of conquest, but with deep gratitude that this triumph has



Woodrow Wilson

PRESIDENT OF THE UNITED STATES OF AMERICA

come in a just cause, and that by the grace of God an effective step has thus been taken toward the attainment of the wished-for peace. To those whose skill, courage, and devotion have won the fight, to the gallant commander and the brave officers and men who aided him, our country owes an incalculable debt.

Feeling as our people feel, and speaking in their name, I at once sent a message to Commodore Dewey, thanking him and his officers and men for their splendid achievement and overwhelming victory, and informing him that I had appointed him an Acting Rear-Admiral.

I now recommend that, following our national precedents and expressing the fervent gratitude of every patriotic heart, the thanks of Congress be given Acting Rear-Admiral George Dewey, of the United States Navy, for highly distinguished conduct in conflict with the enemy, and to the officers and men under his command for their gallantry in the destruction of the enemy's fleet and the capture of the enemy's fortifications in the bay of Manila.

WILLIAM MCKINLEY.

EXECUTIVE MANSION, May 9, 1898.

The message was received by both Senate and House with marked enthusiasm, and, acting on the suggestion of the President, the following joint resolution was introduced and unanimously passed by a rising vote, every member standing:—

Joint resolution rendering the thanks of Congress to Commodore George Dewey, U. S. N., and to the officers and men of the squadron under his command:

Resolved, By the Senate and House of Representatives of the United States of America in Congress assembled, that in pursuance

of the recommendation of the President, made in accordance with the provisions of Section 110 of the Revised Statutes, the thanks of Congress and of the American people are hereby tendered to Commodore George Dewey, U. S. N., commander-in-chief of the Asiatic station, for highly distinguished conduct in conflict with the enemy as displayed by him in the destruction of the Spanish fleet and batteries in the harbor of Manila, Philippine Islands, May 1, 1898.

Section 2. That the thanks of Congress and the American people are hereby extended through Commodore Dewey to the officers and men under his command for the gallantry and skill exhibited by them on that occasion.

Section 3. Be it further resolved that the President of the United States be requested to cause this resolution to be communicated to Commodore Dewey and through him to the officers and men under his command.

But the official recognition of George Dewey did not stop with the adoption of these resolutions. Senator Hale, of Maine, at once introduced, and the Senate unanimously passed, a bill increasing the number of rear-admirals in the Navy from six to seven, and the President immediately promoted Acting Rear-Admiral Dewey to the rank of Rear-Admiral.

The foregoing resolution was placed in the hands of one of the most expert of the many engrossing clerks employed by the Department of State, and, after several weeks of painstaking labor, was finally forwarded to Rear-Admiral Dewey on July 24, 1898.

The resolution was beautifully embossed, and prefaced by a formal attestation of its authenticity by Secretary of State Day, the whole being inclosed in rich gilt and ornamented Russia covers. It is to be remarked that Secretary Long, in his letter of transmission, makes refer-



John D. Long

SECRETARY OF THE UNITED STATES NAVY

ence to a letter from the Secretary of State complimenting Admiral Dewey upon his direction of affairs since the great naval victory, a formal evidence that the State Department is thoroughly well satisfied with the diplomatic qualities he has exhibited.

The letter of Secretary Long is as follows:—

THE NAVY DEPARTMENT.
WASHINGTON, July 24, 1898. }

The department has received from the Secretary of State an engrossed and certified copy of a joint resolution of Congress, tendering the thanks of Congress to you and the officers and men of the squadron under your command, for transmission to you, and herewith inclose the same.

Accompanying the copy of the joint resolution the department received a letter from the Secretary of State requesting there be conveyed to you his high appreciation of your character as a naval officer, and of the good judgment and prudence you have shown in directing affairs since the date of your great achievement in destroying the Spanish fleet. I take great pleasure in doing this, and join most heartily on behalf of the Navy Department, as well as personally, in the commendation of the Secretary of State.

JOHN D. LONG.

REAR-ADMIRAL GEORGE DEWEY,
Commander-in-Chief United States Naval Force, Asiatic Station.

Not to be outdone by the Senator from New England in any measure of honor to the hero of Manila Bay, Senator Quay, of Pennsylvania, proposed that a jeweled sword be presented by the government to Commodore Dewey, and Senator Lodge, of Massachusetts, responded by offering for adoption the following resolution:—

That the Secretary of the Navy be and he is hereby authorized to present a sword of honor to Commodore George Dewey, and to



SENATOR HENRY CABOT LODGE

cause to be struck bronze medals commemorating the Battle of Manila Bay, and to distribute such medals to the officers and men of the ships of the Asiatic squadron of the United States, under command of Commodore George Dewey, on May 1, 1898, and that to enable the Secretary to carry out this resolution, the sum of \$10,000 is hereby appropriated.

This resolution was also agreed to without debate. A committee consisting of Assistant Secretary of the Navy Allen, Senator Henry Cabot Lodge, of Massachusetts, and Professor Oliver, of the United States Naval Academy at Annapolis, was appointed to receive and report upon competitive designs which were invited from all the leading gold and silversmiths in the country. The design of sword submitted by Tiffany & Company, of New York, was approved. The illustrations given on the following pages convey an excellent idea of the sword in its scabbard, also the case in which it is inclosed.

The top of the hilt is of solid gold, 22 karats fine, and this quality of the yellow metal is employed wherever gold is used. Oak leaves, the decoration appropriate to the Admiral's rank,



SENATOR MATTHEW STANLEY QUAY

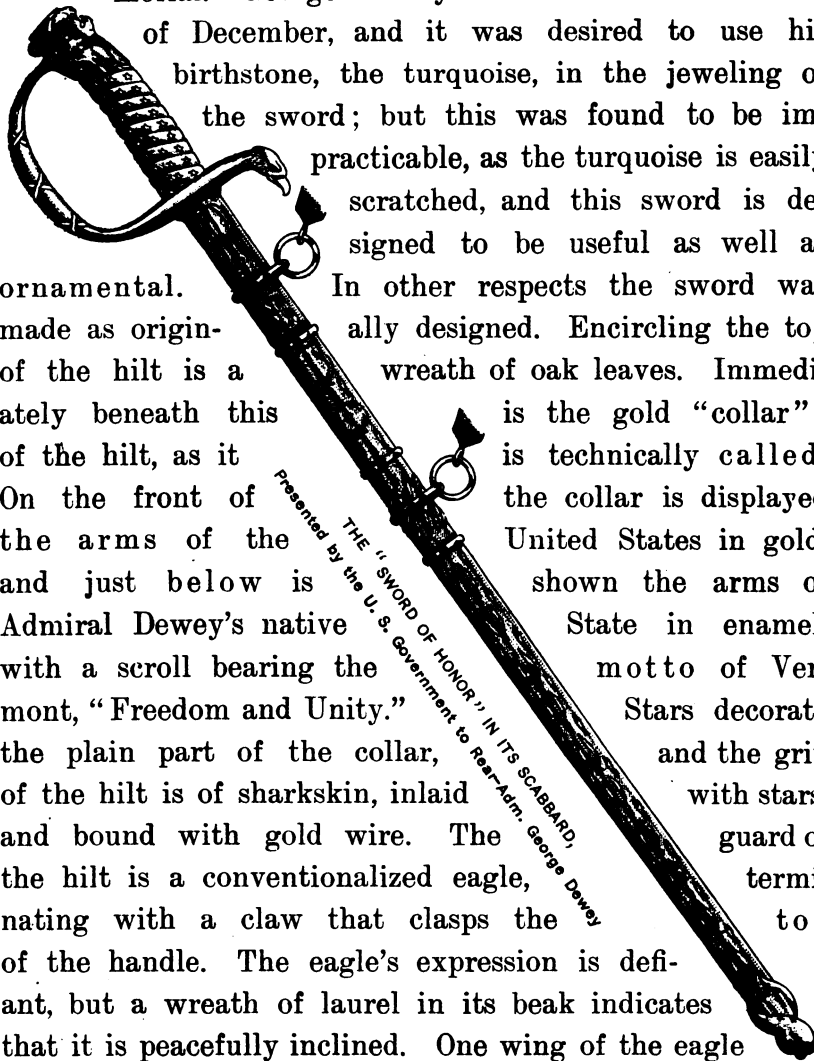
are conspicuous in various parts of the scabbard and hilt, and there are acorns on both of these parts of the memorial. George Dewey was born in the month of December, and it was desired to use his birthstone, the turquoise, in the jeweling of the sword; but this was found to be impracticable, as the turquoise is easily scratched, and this sword is designed to be useful as well as

ornamental.

made as originally designed. Encircling the top of the hilt is a wreath of oak leaves. Immediately beneath this is the gold "collar" as it is technically called. On the front of the collar is displayed the arms of the United States in gold, and just below is shown the arms of State in enamel, with a scroll bearing the motto of Vermont, "Freedom and Unity."

the plain part of the collar, of the hilt is of sharkskin, inlaid with stars, and bound with gold wire. The guard of the hilt is a conventionalized eagle, terminating with a claw that clasps the top of the handle. The eagle's expression is defiant, but a wreath of laurel in its beak indicates that it is peacefully inclined. One wing of the eagle is extended so as to form the broad part of the guard.

The scabbard is ornamented at the top with a monogram

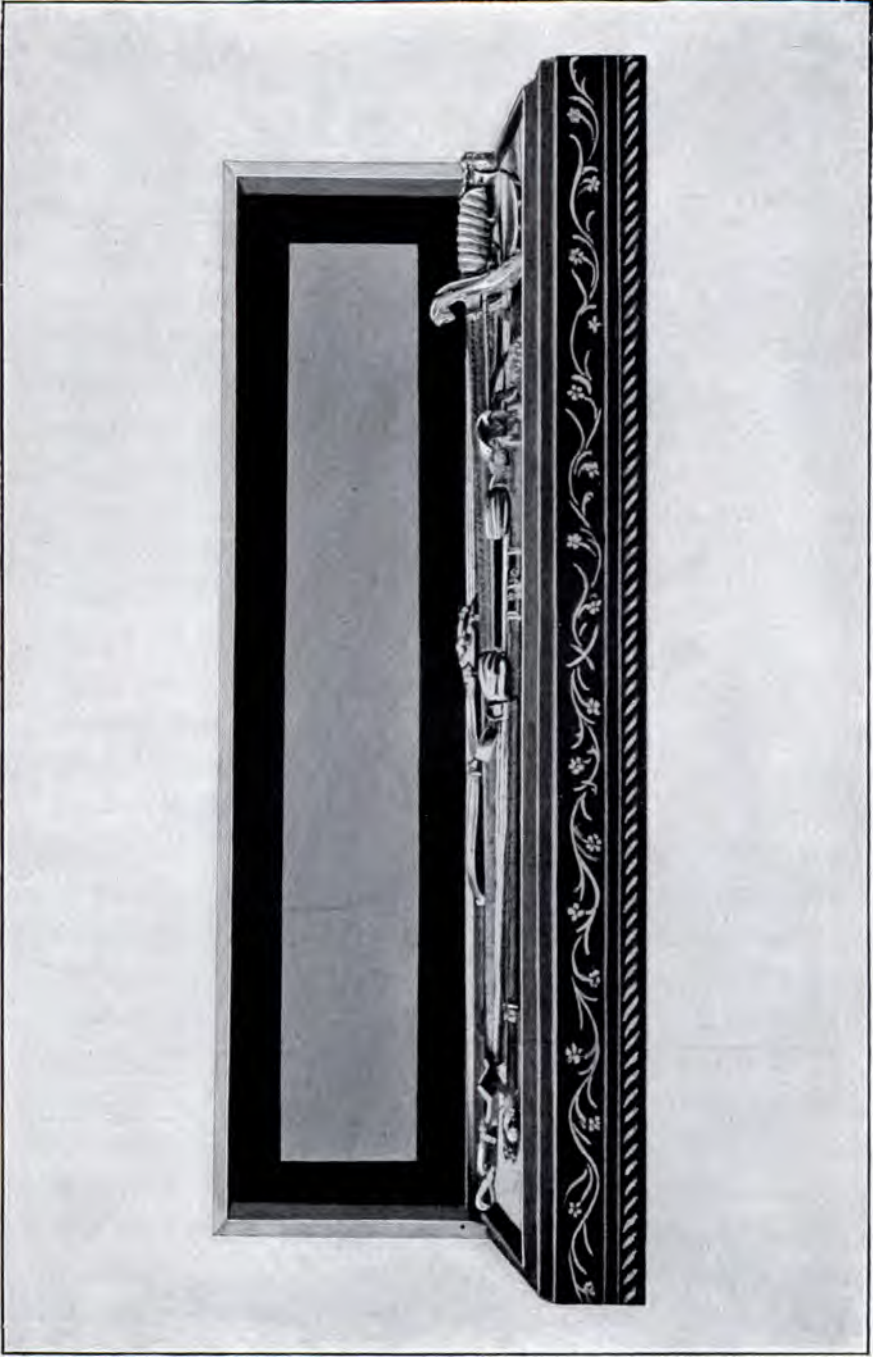


formed of the initials "G. D." in diamonds, and beneath the monogram are the letters "U. S. N." in smaller diamonds. The scabbard is of thin steel beautifully damascened in gold with sprays of *rosmarinus*, and with the letter "D" repeated again and again, supplemented with dolphins. The blade is damascened, and bears the following inscription:—

"THE GIFT OF THE NATION TO
REAR-ADMIRAL GEORGE DEWEY, U. S. N.,
In Memory of the Victory at Manila Bay, May 1, 1898."

The blade also bears representations of Phœnician galleys, which were the first craft of the world's navies. All of this is on one side of the blade. The belt mountings and other trappings are of the regulation pattern, ornamented with oak leaves and acorns. The belt is of blue enamel and gold, its buckle being adorned with the customary eagle, anchor, and stars. The bullion tassel and embroidered straps are much richer than the ordinary. All of the gold used is of the same quality as that in the sword itself, and the quantity required was seven hundred and twenty-five pennyweights. This is the finest sword ever presented by the United States to any of its Army or Navy heroes.

When Congress reconvened for the short session in December 1898, Representative Livingston, of Georgia, introduced the following bill to revive the grade and rank of Admiral of the Navy for George Dewey, as a still further mark of consideration and reward for his services to his country:—



THE "SWORD OF HONOR" IN ITS CASE. PRESENTED BY THE U. S. GOVERNMENT TO REAR-ADMIRAL GEORGE DEWEY

"Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That, to provide prompt and adequate reward to Rear-Admiral George Dewey, the grade and rank of Admiral in the United States Navy be, and it is hereby revived, with the same duties, pay, and privileges appurtenant thereto that were by law given to the former appointees to said rank, the said grade and rank to exist only during the lifetime of this officer."

The resolution was referred to the appropriate committee, and remained there till the last week of the short session. Some of Dewey's friends in the House believed it was being smothered for a purpose, and determined to bring the question up in another way. When the regular appropriation bill for the Navy was reached late in the month of February, Representative Moody, of Massachusetts, offered a rider to the measure creating the office and rank of Admiral for Rear-Admiral George Dewey. His action met with the unanimous approval of the House. But the original resolution was immediately thereafter reported from committee, and was agreed to without division by both the Senate and House of Representatives, two days before the adjournment of Congress. The President promptly signed the bill, and on March 2, 1899, sent to the Senate the nomination of Rear-Admiral George Dewey to be an Admiral of the Navy in the service of the United States. The Senate at once confirmed the nomination, and the commission, which had already been prepared at the Navy Department, was signed by the President and Secretary Long, and George Dewey became an Admiral from and after March 2, 1899. He was at once cabled to hoist his flag as Admiral, and was directed

to select such uniform as he might choose suitable for the rank to which he had been appointed.

By this appointment Admiral Dewey became the ranking officer in the Army and Navy of the United States, and whenever both arms of the service are engaged in any undertaking his orders will be supreme. He is also the ranking officer of all the navies represented in the Philippine waters, and there are but few naval commanders in the world who hold relatively as high a place in power over their vessels and men.

Immediately after the Senate had confirmed the nomination, Secretary Long cabled his own and the President's congratulations to Admiral Dewey at Manila. The Admiral responded with a modest telegram of thanks for the honor.

Montpelier, the home of Admiral Dewey, celebrated the great American victory at Manila Bay by a magnificent public demonstration on May 9 in which about ten thousand people participated. The city was elaborately decorated with flags and bunting.

The celebration began at two o'clock in the "Golden Fleece," which is the finest auditorium in Vermont, and in which over two thousand persons assembled on this occasion. The decorations in the hall were very fine. Seated upon the stage were Honorable Charles Dewey and family, Captain Edward Dewey and family, Mayor John H. Senter, and the speakers, consisting of Hiram A. Huse, Professor J. A. De Boer, President A. D. Brown, of Norwich University, Northfield; Reverend Andrew Gillies, T. C. O'Sullivan, of New York city; Reverend



Wm McKinley.

President of the United States of America.

TO ALL WHO SHALL SEE THESE PRESENTS.

Greeting:

Know Ye, that reposing special Trust and Confidence in the Patriotism, Valour, Ability and Abilities of **George Dewey**, I have nominated, and by and with the advice and consent of the Senate, do appoint him **Admiral of the Navy**, from the 2^d day of **March** 1899, in the service of the **UNITED STATES**. He is therefore carefully and diligently to discharge the Duties of **Admiral**, by doing and performing all manner of Duties thereto belonging. And I do stoutly charge and require all Officers, Seamen and Marines under his Command to be faithful to his Orders as **Admiral**. And he is to observe and follow such Orders and Instructions from time to time as he shall receive from me, or the future **PRESIDENT** of the United States of America.

To the President

John D. Long
Secretary of the Navy

Given under my Hand at Washington, this Second day of March in the year of our Lord One Thousand Eight Hundred and Ninety-nine and on the One hundred and twenty third year of the Independence of the United States.

Wm McKinley



Father O'Sullivan, ex-Mayor George W. Wing, State's Attorney F. A. Howland, and General Stephen Thomas. Patriotic music was furnished by the Montpelier Military Band, a chorus of school children, and the Arion Quartet. Resolutions congratulating Commodore George Dewey were passed, and a cable message was sent by Honorable Charles Dewey to his brother, informing him of the honor paid him by his native city. The resolutions follow:—

WHEREAS, under the providence of God, and by virtue of the skill, valor, and heroism of its officers and men, the American fleet, under Commodore George Dewey, won a signal and most marvelous victory over the combined forces of Spain in the harbor of Manila, Island of the Philippines, on Sunday, the first morning of May, Eastern time; and,

WHEREAS, This brilliant victory has shed fresh lustre upon the country's naval history, already bright with innumerable great achievements on land and sea, and adds to the glory of the United States, his native State, Vermont, and Montpelier, the city of his birth; be it, therefore,

Resolved, That the city of Montpelier and the neighboring villages and towns do hereby, with great sincerity, happiness, and pride, vote its heartfelt thanks and congratulations to the officers and sailors of the Asiatic squadron, and especially to him, the Commodore, George Dewey, who led them with such ideal success, amid unprecedented obstacles, to a victory, the renown of which will never perish from the earth.

Resolved, That a copy of these resolutions, attested by the Mayor and clerk of Montpelier, and stamped with the city's seal, be forwarded to Commodore George Dewey without delay.

The Vermont legislature, which had been convened in extraordinary session by Governor Grout to provide ways and means for supplying that State's quota of troops

called for in President McKinley's proclamation, unanimously passed the following resolutions, which have now become a part of the history of the commonwealth:—

WHEREAS, The officers and men of the Asiatic squadron, by their victory over the Spanish fleet at Manila, have won the profound gratitude of their countrymen; and their Commodore, George Dewey, has made for himself a place among the world's naval heroes; and

WHEREAS, Vermont, as the native State of Commodore Dewey, takes special pride in this achievement; therefore,

Resolved, By the Senate and House of Representatives, that the members of the General Assembly, representing the people of Vermont, express to Commodore Dewey and through him to his entire command, their deep appreciation of their signal and timely success, their confidence in his ability to so meet the trying situation at the Philippines as to bring added honor to the United States and greater distinction to himself, and their keen gratification that the first great honors of the war should fall to a son of Vermont.

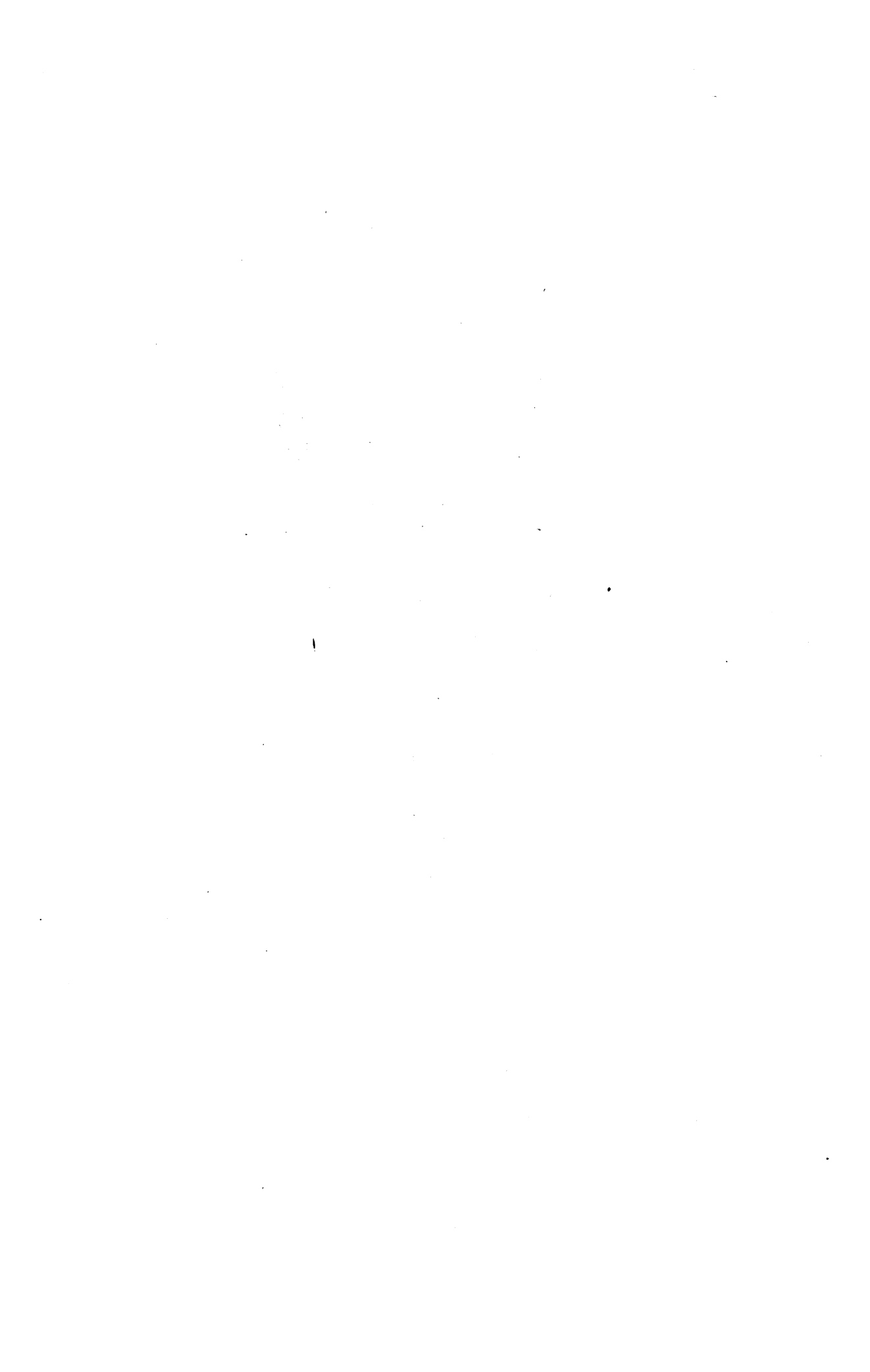
Resolved, That the promotion of Commodore Dewey, without delay, would be the spontaneous and grateful recognition of a great national service by a brave man; and, further,

Resolved, That the clerk be directed to communicate these resolutions to Commodore Dewey as soon as cable communication with Manila is restored, and to transmit copies to the President of the United States and to our Representatives in Congress.

Within a week after the news of victory at Manila reached the United States two of the leading New York newspapers arranged to present Admiral Dewey with silk flags as tokens of remembrance and honor. One was designed to be a memento from the wives and widows of the men in America who have made the Nation's history in time of war. The flag as presented contained across its folds of red and white the names of such illustrious women as Julia Dent Grant, Mrs. Jefferson



THE GOLDEN FLEECE HALL, MONTPELIER, VERMONT



Davis, Mrs. John A. Logan, Mrs. J. B. Gordon, Mrs. J. E. B. Stuart, Mrs. Julia King Grady, Mrs. Fitzhugh Lee, Mrs. William T. Sampson, Mrs. Charles D. Sigsbee, and others. Letters from these patriotic women to the paper which managed the presentation were forwarded to the Admiral with the flag, and a few of them are here reproduced.

From the widow of the illustrious General Grant:—



MRS. U. S. GRANT

2111 MASSACHUSETTS AVENUE, May 12, 1898.

You ask me if I am in sympathy with this movement of the ladies to present Admiral Dewey with a flag?

Of course I am, and would love to see every one of the gallant fellows made Admirals and presented with flags.

JULIA D. GRANT.

From the widow of Jefferson Davis:—

NEW YORK, May 12, 1898.

Though I am well aware that no eulogism uttered by an individual could enhance the value of Admiral Dewey's glorious victory before Manila, in response to your invitation to express my opinion of it I can only say every American must feel pride, not



MRS. JOHN A. LOGAN

as was that of Perry, in freedom's cause. Brainy, brave, and blameless, he has won the first victory over a foreign foe in behalf of men struggling for freedom.

If his dauntless fleet needed anything to stimulate them to heroic deeds, the thought of the treachery that sent our proud ship, with so many of her dauntless crew, to the bottom of the harbor at Havana was all-sufficient. If they needed a talismanic cry, the patriotic Dewey doubtless shouted, "Remember the *Maine*!"

Forty years of faithful service, beginning seriously on board the *Mississippi*, then in the siege of New Orleans, have fitted him well for the deed he has done. Farragut, seeing the *Manassas* approaching, directed Captain Melancthon Smith, of the *Mississippi*, to follow and destroy that famous ram. Young Dewey, participating in the

only in him, but in the officers and men of our fleet whose valor has added another wreath to the laurels won by the American Navy ever since their flag numbered thirteen stars.

The acclaim of his grateful countrymen must ever be a hero's dearest reward, and this guerdon awaits Admiral Dewey and his dauntless men, who have taken a brilliant initiative in achieving the first victory of the war.

MRS. JEFFERSON DAVIS.

From the widow of
General Logan:—

WASHINGTON, D. C.,

May 5, 1898.

Commodore Dewey's name is now immortalized,

execution of this order, saw the *Manassas* go down. From cadet to commodore he has won his promotions.

With little preparation, and as if it were an incident of his voyage westward, he finds the enemy's boasted invincible fleet protected by the frowning guns of Manila's fortifications. He salutes them in thundering tones, and in two brief hours sends some of them to the winds and others to the bottom of the sea. All hail Commodore Dewey!

Present him a flag on whose stainless stripes the names of his countrywomen may be inscribed, if you will. Their prayers and congratulations will go with their names, and may the Stars and Stripes he has planted on the ramparts of Manila ever wave over that unhappy island as a beacon of light that will guide its long-suffering people into the bright sunlight of liberty, while they cry, "God bless Admiral Dewey!"

MRS. JOHN A. LOGAN.

From the wife of a famous orator and statesman of the South:—

ATLANTA, GA., May 9, 1898.

It is a great privilege to join my American sisters in evidencing our boundless admiration of the skill and bravery of the officers and men of our glorious Navy. It can scarcely be doubted that the flag to be presented to "the most valorous and fortunate ship" will go to Admiral Dewey. His victory at Manila may possibly be equaled in the future, but in the brilliancy and importance of its achievements, without loss, it certainly has no rival in the past history of sea or land conflicts.

MRS. J. B. GORDON.

From the widow of the beloved Grady:—

ATLANTA, GA., May 11, 1898.

In common with every patriotic woman of America, I congratulate Commodore Dewey upon the luminous page he has added to the annals of the nation's valor on the seas. He stands to-day the foremost Anglo-Saxon of the naval world, and his heroic fight for the land that was helpless until we successfully espoused her cause will live as the Trafalgar of our history. As with Nelson, England expected

every man to do his duty, so with Dewey, "America knows that every man did his duty."

The American bloodshed at Manila re-cemented the sections into a Union such as only comradeship in arms can make. As a Georgian, I glory in this victory in which Georgians took part, and I cannot better express my feelings than to wish that my grandson, born while Manila was being bombarded, may for that reason think of his birthday with the pride a true American should feel at Admiral Dewey's remarkable triumph.

The whole South shares your enthusiasm, and yields to no section in its loyal admiration of America's hero. This tremendous success shows that with an American's intrepid courage he combined those rarer qualities of foresight and sagacity, and Georgia and the South to-day congratulate the Union in the possession of such a hero and Cuba in the presence of such a champion.

MRS. JULIA KING GRADY.

From the wife of
Admiral Sampson:—

GLEN RIDGE, N. J.,

May 11, 1898.

My opinion can have no value, as it cannot differ from the opinion of every other American citizen who rightly understands what reason we have to be proud of the alert, prompt daring of our navy. And we are proud of our sailors, as well as of our commanders. Our pride in Admiral Dewey does not have its beginning, however, at



MRS. CAPTAIN CHARLES D. SIGSBEE

Manila. Those who know him need not have been wise men to have prophesied what he would do. ELIZABETH BURLING SAMPSON.

From the wife of Captain Charles D. Sigsbee:—

PHILADELPHIA, May 11, 1898.

In regard to the presentation of a flag to Admiral Dewey, as a token of appreciation of his bravery, I will say that the news of the brilliant victory at Manila fills all our hearts with joy. His brave and decisive action makes this one of the most remarkable battles of history. This, the initial engagement of the war, is an augury of future successes. I rejoice with the whole country that none of our men were killed and only six were wounded.

ELIZA ROGERS SIGSBEE.

From the wife of
General Fitzhugh Lee:

RICHMOND, VA.,

May 10, 1898.

It always gives me pleasure to know that the services of our brave men are appreciated and recognized.

ELLEN BERNARD LEE.

May 1, the anniversary of the Battle of Manila, will hereafter be observed as a legal holiday in the States of California and Pennsylvania. The first anniversary was celebrated in every State in the Union by a dis-



MRS. FITZHUGH LEE

play of flags and bunting, dinners in honor of Admiral Dewey, and other festivities of a patriotic nature. In the city of New York more than four hundred thousand children held Dewey Day exercises in the schools, where the singing of patriotic songs and enthusiastic orations by young Americans was followed by addresses of an educational character, by prominent citizens and educators, all tending to impress the young with the importance of loyalty to the Stars and Stripes and to the memory of Admiral Dewey. This character of celebration was general in all the public schools of every State in which the day had not been made a legal holiday.

President McKinley was at the Navy Yard in Brooklyn, on a tour of inspection, and from there he sent the following cable message to Admiral Dewey at Manila:—

NAVY YARD, BROOKLYN, May 1, 1899.

DEWEY, MANILA:—

On this anniversary of your great victory, the people of the United States unite in an expression of affection and gratitude to yourself and the brave officers and men of your fleet, whose brilliant achievements mark an epoch in history, and will live in the annals of the world's heroic deeds.

WILLIAM MCKINLEY.

As soon as the country had recovered from the shock and surprise of the battle of May 1, 1898, in Manila Bay, several of the most noted colleges and historical societies conferred upon George Dewey honorary titles and degrees innumerable. Medals, in bronze and other metals, were struck in commemoration of his famous victory, and it is doubtful if any other American, except General Grant, was ever so highly honored



THE DEWEY MEDAL

was struck from the die made by Tiffany & Company in 1889 in commemoration of the centennial of the inauguration of George Washington as President. The medal measures two and a half inches in diameter, and around the edge on one side are the words: "To Rear-Admiral George Dewey, elected Honorary Member of the New Jersey Historical Society May 19, 1898—*Olympia*." On the same side is the head of George Washington, and around the portrait in raised Roman letters is the inscription: "Washington Centennial Medal, New Jersey Historical Society, 1789-1889." On the other side is a copy of the seal of

at home or abroad. Admiral Dewey is now a master of all the arts and sciences and a doctor of everything except divinity. And what is more, he richly deserved the recognition.

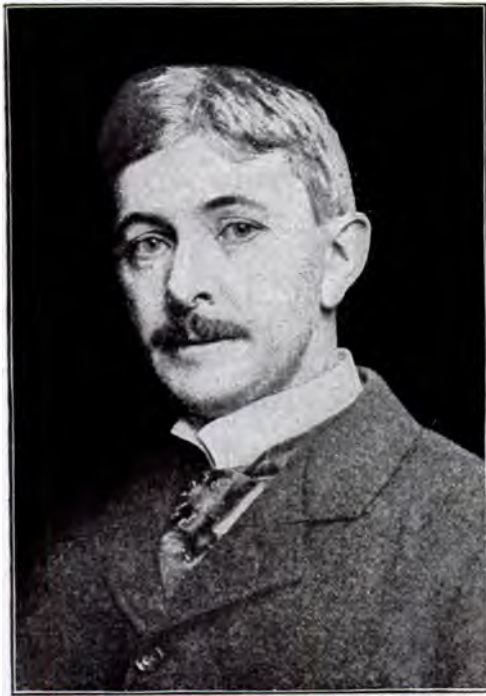
The medal from the New Jersey Historical Society is worthy of special mention here. It



THE DEWEY MEDAL (Reverse side)

the society, from behind which appears a wreath of laurel and oak. Over the seal are the words: "Above all hold dear your National Union."

Among the sturdy patriots and warriors who have been honored by the State of Vermont, no one since his time has ever replaced in the affections and admiration of the people that other early riser and intrepid foe to the enemies of liberty, Ethan Allen. His statue in marble adorns the porch of the State House at Montpelier. And now it is proposed to erect another and similar memorial to this other Vermonter, Admiral George Dewey, who has achieved distinction in the service of his country.



DR. ALBERT SHAW

A number of gentlemen natives of that State, but who have acquired fame and fortune elsewhere, have interested themselves in the project, and a large sum of money has been raised by private subscription. The statue will be made of Vermont marble, and is to be given a place with that of Ethan Allen in the State House porch.

The war with Spain brought to the front many men who will live in history and in the hearts of the American people while time shall last. But dearer than all the rest, and more honored than all others combined, will ever be the hero of Manila Bay. The editor of the American Monthly Review of Reviews, Dr. Albert Shaw, will readily be accepted as an authority on this subject, and from him we quote the following opinion:—

Admiral Dewey could, of course, at any time since May 1, have bombarded and conquered the city of Manila; but although his task of waiting was an extremely trying one, he had determined to make no attack that should expose the city to the danger of anarchy and rapine. It was his policy to wait until the United States had sent a sufficient number of soldiers to maintain a safe and firm occupation, and prevent the disorders that would flow from a state of civil warfare. With their fatal proclivity for postponement, the Spaniards had waited a week too long. Our complete conquest of Manila had altered the facts, because it had destroyed the Spanish argument that Manila was prepared to stand an indefinitely long siege. It was, upon the whole, highly fitting that Admiral Dewey, whose brilliant exploit on May 1 had been the first great event of the war, should have received the surrender of Manila, and in consequence thereof virtually secured the American possession of the entire Philippine group as the result of the last naval action of the war. Admiral Dewey's tact as a diplomat and administrator in these past four months is not less remarkable than his boldness and brilliancy as a naval strategist. Moreover, he has shown that well-nigh perfect mastery which can wait with infinite patience or can act with lightning-like energy, as the occasion may require. Manila is so far away, and the news since May 1 has come in so condensed a fashion, that we have not known in minute detail how Admiral Dewey was occupying himself from one day to the next. But the people of the United States have felt that the Admiral was in a very unusual degree the embodiment of American pluck, common sense, coolheadedness, and ingenious resourcefulness;

and so they have felt a great satisfaction in the idea that the Vermonter in the Philippines could be relied upon to take care of himself and dominate the situation, regardless of Spanish captain-generals and the intrigues of pompous German admirals, not to mention the soaring aspirations of restless native patriots like General Aguinaldo. The winning side in every war develops its heroes. We are all glad to believe that many another officer of our Navy would have given a splendid account of himself if he had, in Dewey's place, been in command of the Asiatic squadron at the outbreak of the war. But Dewey had especially qualified himself in advance for precisely the work he has so well executed; and by unanimous consent he will rank first in the list of heroes of the late war."

Among the many words of commendation of George Dewey spoken by his former associates in the Navy, we have selected the following as best expressing the consensus of opinion of naval officers:—

Of all the people delighted with the famous victory of Admiral Dewey, of Manila, there was no one that rejoiced more sincerely than Rear-Admiral Bunce, of the Brooklyn Navy Yard.

"Friends?" said he; "Yes, indeed, from the days when we were at the Naval Academy. We entered the same year, and not only were we classmates, but chums. He was a splendid fellow then, and always has been."

"Were you surprised when you read of his victory?"

"Not in the least. All that Dewey wanted was the opportunity; when it came he embraced it."

"How did he stand in his class?"

"He was not what you would call a student, but he was one of the bright fellows. He stood neither at the head nor at the foot, but about in the middle, but we

all knew that he had the ability to stand anywhere he wanted to."

Admiral Bunce went on to say that there were "few more popular men than Commodore Dewey. He never sought popularity. It came to him. In the first place he is a fine-looking man, and he has most attractive manners. People seek him out, and whenever he is on shore he is kept busy with his social



REAR-ADMIRAL BUNCE

engagements. At the same time he is no 'carpet knight.' He is a fighter, and a disciplinarian—just the sort of a man to engage in a big battle and win it."

"What do you think of his victory?"

"Nelson can't approach it. I have studied Nelson's battles very closely and he won no victory to compare with this. Nelson fought against ships, but he never won a victory against ships and batteries as well. The only thing to compare in his history to Manila was at Copenhagen; but I do not agree with Nelson's biographers about that."



REAR-ADMIRAL WALKER

"There are those who would belittle Dewey's achievement by saying that the Spanish had only wooden ships, and that he had armored cruisers," was suggested.

"Armored cruisers!" exclaimed Rear-Admiral Bunce: "Who could say such a thing? You may go no farther than the Navy Register. See here." and he took a copy from his desk, "there is not an ar-

mored cruiser in all Dewey's fleet.

"So far as ships go the Spaniards were nearly our match. The trouble was not with their ships. They had good enough ships, but they didn't know how to handle them. They were not marksmen. If Dewey had let them get near him they might have hit something, but he knew too much for that. He could hit them and keep his distance."

"Dewey," said Rear-Admiral Walker, "is an unusually good man, both as a fighter and a strategist. He served with distinction in the Navy during the War of the

Rebellion and saw considerable hard fighting. He did that affair at Manila in a most thorough, business-like way, and is entitled to much praise for the skillful manner in which he manœuvred his fleet. It was just like him to sail right in past the fortifications and through the mines and torpedoes with which the harbor is supposed to have been filled and do the work he set out to do in a thorough, business-like way, without any fuss or feathers."



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REAR-ADMIRAL W. S. SCHLEY

And here is the opinion of Dewey's victory from another of the fighting men who achieved distinction in the Navy during the war with Spain. Rear-Admiral Winfield Scott Schley: "Admiral Dewey's victory at Manila must deservedly take its place side by side with the greatest naval victories of the world's history. It has been urged that the results show such inferiority in resistance as compared with the vigor of attack that there is a diminution of the glory, but that is untrue, for it must first be remembered that the greatness

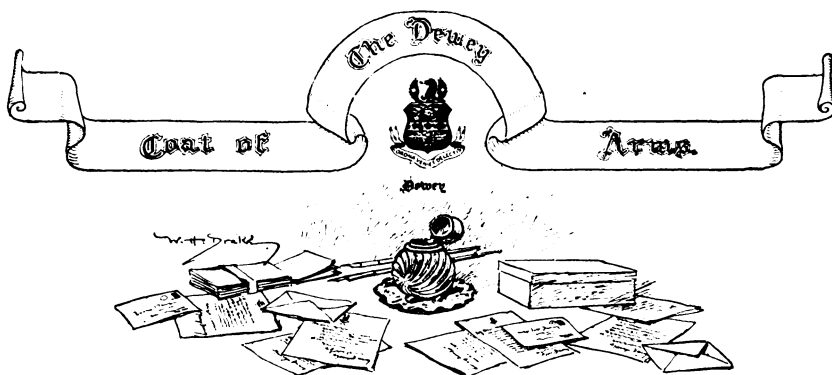
of Dewey's success lies in the calm courage and daring displayed in his decision to enter a strange harbor at dark under the guns of many forts, and braving the perhaps hidden torpedo or mine. It strikes me that, with several advantageously fortified positions, the preponderance of advantage was certainly with the enemy, and that, with the great daring displayed by Dewey, there must fall upon his shoulders the mantle of Perry and Farragut. It is clearly evident that, despite the great risk, there was not a faint heart in all that squadron, but an enthusiasm and *esprit de corps* that could not but win with such a leader."

Another officer of the Navy, who did not wish to be quoted by name, had this to say of the hero of Manila: "He is a man of great determination. It has long been a saying in the Navy that 'when Dewey sets out to do a certain thing it's going to be done unless something breaks.' You see, he mixes brains with his determination, and, while he has sometimes been spoken of as one likely to take desperate chances, the truth is that the chances are really in his favor before he goes ahead, though they might be against a less able man in similar circumstances.

"Dewey is no blusterer. In truth he is apparently about the mildest man you'd meet in a week. He never makes a bluff, and he never uses violent language. It may be that he used a big, big D or two while the fight was on at Manila, but I doubt it. I have known him fairly well for nearly twenty years, and I have never heard him swear or brag.

“Dewey is quick both in speech and movement, but he is mighty careful to be sure he is right before he goes ahead, and there isn’t an officer in the Navy that is jealous of his promotion to the rank of Admiral. The Admiral likes to shoot game, and fishing is one of his greatest delights. He is likewise an enthusiastic horseback rider. While stationed at Washington during his last period of shore duty he was a familiar equestrian figure on the streets and came to be widely known, not only as ‘the Commodore a-horseback,’ but also as one of the most graceful riders in the capital city.”





CHAPTER XIV

LETTERS FROM DEWEY

SOME HITHERTO UNPUBLISHED LETTERS — THE ADMIRAL'S
CAREER IN A NUTSHELL — A LOVING SISTER'S TRIBUTE



THE letters written by George Dewey to his kindred contain many passages which serve to illustrate the character of the man quite as fully as do his diplomatic actions in the Philippines. Here is one addressed to his sister at Montpelier during the Fall of 1896, and shows something of the love he bears for his native State:—

WASHINGTON, D. C., November 30, 1896.

. . . The address by Mr. Depew on our dear old State is most interesting, and I shall retain it for future reading. I feel quite proud of belonging to such an old Commonwealth. . . . There is nothing new with me. I lead a very quiet life, reading a great deal and getting my exercise by walking, as my saddle horse became so unsatisfactory, I gave him away. . . .

When George Dewey received his assignment to duty in the China Sea it was claimed by some that he went there against his own inclinations. The following letter to a member of his family clearly disproves such a theory. It will also be noted that he expected to receive his promotion to the rank of Rear-Admiral in the summer of 1898, but it is doubtful if he then expected that it would come about as the result of a victory over the Spanish fleet in Manila Bay.

WASHINGTON, D. C., November 1, 1897.

. . . Yes, I am indeed to be congratulated, as I have received what is to me the best gift the President could make. . . . Expect to join my flagship *Olympia* at Yokohama about Christmas, and to remain in command two years. I go out as Commodore, and will not receive my promotion to Rear-Admiral until next summer, a new rule to that effect having been recently made. . . .

After the city of Boston had named a public square for George Dewey, the councilman who had been instrumental in having the square named addressed a letter to the Admiral informing him of the fact. To his letter the Admiral made the following reply:—

UNITED STATES CRUISER OLYMPIA, }
MANILA, PHILIPPINE ISLANDS, November 22, 1898. }

MR. W. W. HIBBARD:

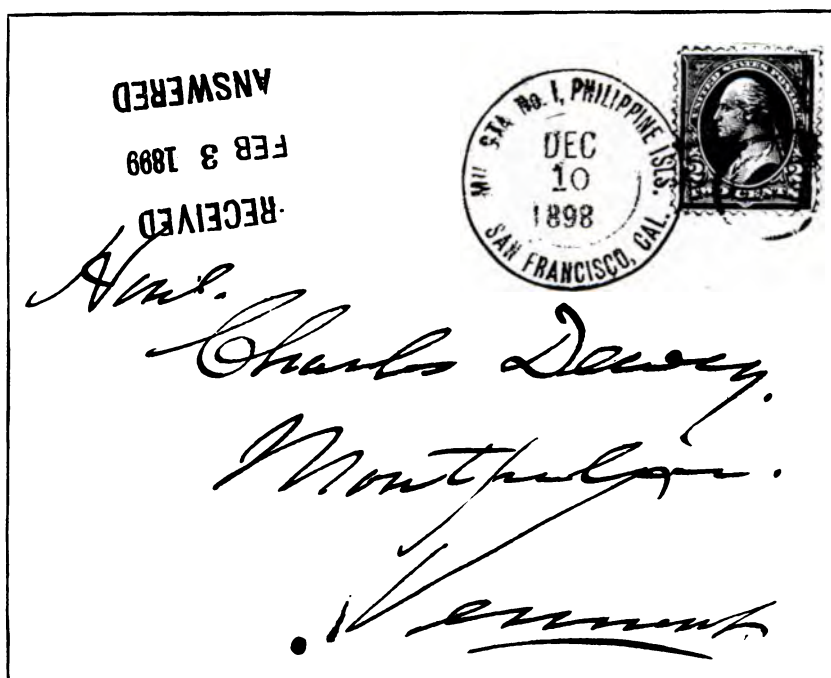
Dear Sir:—I have the pleasure to acknowledge the receipt of your letter of October 10, informing me that you had introduced, and had passed through both branches of the Boston city government, an order naming the area in front of Boston's new Union Station, "Dewey Square."

I have watched with much interest the building of this station, and have noted with a great deal of pride that this, the finest and

largest in the world, has been erected by the foremost city of New England, and now, with increased interest and pride do I thank you, and beg that you will convey my thanks and appreciation to the members of both branches of the council for the honor with which they have so courteously favored me.

Yours very truly,

GEORGE DEWEY.



REPRODUCTION, IN FAC-SIMILE, OF ADDRESSED ENVELOPE FROM ADMIRAL DEWEY TO HIS BROTHER, THE HON. CHARLES DEWEY

In October, five months after the Battle of Manila, the following letter was received by the Honorable Charles Dewey, brother of the Admiral. That Dewey is a man of unusual nerve force is demonstrated by his statement that, notwithstanding the extraordinary strain of work and worry, he is still in good health, and keenly appreciative

of the kindly sentiment toward him among the people in the United States. This evidence of appreciation of his efforts by friends at home, he says, is the fountainhead of his inspiration and strength.

FLAGSHIP OLYMPIA, }
MANILA, October 6, 1898. }

My Dear Brother:—I was glad to hear from you the other day and to know that on August 20 last you were all well; I was particularly pleased to know that Edward and Mary were so well. Without good health there is very little worth living for.

My health continues to be excellent, notwithstanding my hard work and great responsibilities. One thing, I think, that keeps me up is the fact that my work out here has been fully appreciated by my countrymen, and they have not been backward in showing their commendation. My cabin is filled with presents of every kind received from all over the country. . . .

I hope soon to have one or two battleships in my fleet, and shall then be ready for any power likely to attack us; perhaps the *Brooklyn* may come out too, either she or the *New York*. I have just sent three ships to the mouth of the Reiho, as near Peking as ships can go on account of threatened disturbance in China.

I see my hands are going to be full. With love to all and thanks for the nice sayings in your letter, I am,

Your affectionate brother,

GEORGE DEWEY.

Among the brave American soldiers who laid down their lives at the Battle of Malate, near Manila, on the night of July 31, 1898, was a young Pennsylvanian from Mount Pleasant, who left behind him, in the Keystone State, a bride of one year. Soon after the husband's departure for the Philippines a baby girl was born, and the fond parent is said to have prayed, with his dying breath, for God's protecting care for his loved ones, so far away.

30th Jan'y. 1898

FLAGSHIP OLYMPIA

Yokohama Japan

My dear Sister:

I was very glad
to receive your letter
written on my birthday
with its interesting brief
of home news. How much
the family (ours) has to
be grateful for - Of course
we have had our sorrows,
down more than others, but
as a whole, we have
much to thank God
for. I assure I have
in Yokohama as never

day and on Nagasaki
a week later, where I
visited Admiral Kusunoki.

After spending a
fortnight there, I
came off here to visit
the "Lioness," got shown
ammunition and to
have an audience with
the Emperor and Empress
of Japan at Tokyo.
On account of the
illness of the latter
the audience has
been delayed some-
what, but on last

a date is fixed so I am to
 be furnished on the fourth of next
 month. After that shall go to
 Hong Kong to meet Mr. Raleigh and
 "Robert" of my acquaintance. This is
 a most interesting country, ex-
 tending all the way from my I have
 seen seen. Seems to be well
 given you an excellent idea of
 the country and people, though by living

is a very Green Irish - the ladies of
Tokyo, has adopted the Japanese mode
of life and dresses all foreigners,
meaning Europeans and Americans.

I am sending - with a K -
Country by Sea to Osaka Road, not
so interesting and long, but fewer
day heats. England, Russia and
Germany have largely increased
their travel forces in the Orient,

and even the United
 States is doing ² something
 in that direction - I now
 have five vessels with
 two or possibly three
 more on their way.

Our ships are all
 with the exception of
 the flagship in Chinese
 or Korean waters looking
 out for and ready to
 protect American
 interests of which there
 are many more than
 is generally known.

What we all want
 is Chinese trade and

we are gradually getting
more and more of it,
all of which we would
love was it not well
known that we are
ready and will protect
it. I met the Russian
and English Admirals
at Nagasaki and found
them most agreeable
and able men. The
Japanese has no less
than twenty. - and the
other thirty kinds
of war under their
command. George writes

in the best of spirits - So hoping
for an advancement this month.

I hope to enjoy yet it in
the coming is desiring it -
integrity, integrity and audacity
go for any thing. Gratulation I
have ten children and grandchildren
to "topple" as they call themselves
in the East. I wish you could
have seen my Thine: sincerely,

of whom I have found in this long
 plain across looking like Blackhurst
 points. Then to the dance ground in
 human (I understand the program from the
 in sound) and afterwards it was a
 grand success. The girls arrived
 at 11 and left at 12 o'clock.

With love to all

From Hyattsville
 Mary Dewey

The widowed mother received the brief official notice from Washington of the death of her husband, and, not knowing whom else to address, wrote a letter to Admiral Dewey, asking for particulars. To her message the Admiral sent the following touching reply:—

FLAGSHIP OLYMPIA, }
MANILA, October 23, 1898. }

MY DEAR MRS. NOSS:—

I wish to express to you my deepest sympathy. It must lessen your sorrow somewhat to know that your young husband fell fighting bravely for his country, the noblest death a man can know. From the *Olympia* I watched the fight that fearful night, and wondered how many American homes would be saddened by the martyrdom suffered by our brave men; and my sympathy went out to each and every one of them.

Your loss has been sadder than the others, and I am unable to express the sorrow I feel for you. Tears came to my eyes as I read the sad story of the father who never saw his child, and then the loss of all that was left to the brave mother. It is hard sometimes to believe it, but our Heavenly Father, in His infinite goodness, always does things for the best, and some day father, mother, and daughter will be joined, never again to be parted.

With my tenderest sympathy, believe me your sincere friend,

GEORGE DEWEY.

And here is another side to the man who could ride over possible mines into a strange harbor at dead of night and face a known foe without as much as flinching at the sound of the enemy's guns. Some time after the Battle of Manila a little eight-year-old daughter of John Gardwell, of New Albany, Ky., penned a sweet little note to the great Admiral at Manila and begged her parents to permit her to send it to him.

In the letter she asked Admiral Dewey if he could give her something as a souvenir of the Battle of Manila, even if it were only "just a button off your coat," as she put it. She also sent him a photograph of herself. Just before Christmas the child received an autograph letter from the man who then held the destinies of eight millions of people in his own hands, but could yet find time to pen an answer to a little stranger, whom he was pleased to address as his "Little Friend." This one letter illustrates as well as a dozen could do it, the kind heart and gentle nature possessed by the Admiral of all the American Navy:—

FLAGSHIP OLYMPIA, }
MANILA, PHILIPPINE ISLANDS, November 11, 1898. }

My Dear Little Friend:—I have received and enjoyed your letter so much. I am very much obliged to you for your picture, and it is the very nicest present you could have sent me.

I am very sorry that I have nothing to send you, for I would like to very much. So many people have already asked me for buttons and pictures that I have a long time ago given them all away. I haven't enough buttons left to button my coat.

Believe me, your sincere friend,

GEORGE DEWEY.

A number of Confederate veterans living at Clarksville, Tenn., wrote a letter of congratulation to Admiral Dewey after the Battle of Manila; and in view of the fact that the same men had manned the Confederate battery which sunk the Mississippi at Port Hudson, on that memorable March 13, 1863, when George Dewey came so near losing his life, the instance shows that even the bitterest of old comrades on each side are

burying the hatchet and falling into that grandest of grand armies where the blue and the gray are marching shoulder to shoulder. The old veterans who sent the letter expressing a cordial feeling for their former enemy and distinguished compatriot told him of their relation to him during the Port Hudson incident. And here is George Dewey's answer to their letter:—

FLAGSHIP OLYMPIA,
CAVITÉ, PHILIPPINE ISLANDS, July 23, 1898. }

Dear Sirs :—I have the honor to acknowledge the receipt of your letter and resolutions of May 28, 1898, and I can assure you that, although I have had letters, resolutions, telegrams, etc., from all parts of the United States, none has given me more pleasure than the communication from you.

One fortunate result of this war with Spain is the healing of all the wounds that have been rankling since 1865, and I believe that from now on we will be a united people—with no North, no South.

That result alone will be worth all the sacrifices we have made. It would give me much pleasure to talk over with you those stirring days around Port Hudson, and I hope that pleasure may be in store for me. In the meanwhile, with many thanks for your congratulations and best wishes, I remain,

Very truly,

GEORGE DEWEY.

LIEUTENANT A. F. SMITH AND OTHERS, Clarksville, Tenn.

After the Battle of Manila had brought to Admiral Dewey the hearty and unanimous commendation of the American people, and as the war with Spain did not seem to bring out any other one man so prominently to the public view, the politicians of all parties began to wonder if the hero of Manila might not perhaps have a desire to become a candidate for the presidency. After making a pretty thorough canvass of the situation, and

becoming satisfied that no candidate could stand against him if he would consent to become a candidate for that highest office in the gift of the American people, a New York newspaper sent an agent to Manila to interview

<p>Olympian Manila Bay 9th July/98</p> <p>Dear Brother Edward ++++++</p> <p>Your letter con- gratulating me on our late victory gave me much pleasure - ++++++</p> <p>As soon as there is a "let up" in business I shall try and answer some of the hundred</p>	<p>ends of letters I have received What a Giver would it be! I expect the winning will show don't lose before the Spanish & Ger- man now at Port Land can possibly get at, in black coal I think they will be sorry they came - Jack must be hav- ing an experience off Santiago - ++++++</p> <p>His affectionate brother George Dewey</p>
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ADMIRAL DEWEY'S LETTER TO HIS BROTHER EDWARD, IN FAC-SIMILE

the Admiral on that subject. The published answer to the questions asked created a sensation in the United States. It seemed well-nigh incredible that any man so situated could rise above his own ambition and refuse to be considered as a candidate for such honors. But George

Dewey endeared himself to the American people still more by his prompt and unequivocal response. Here are his own words as cabled to the United States:—

I would not accept a nomination for the presidency of the United States.

I have no desire for any political office. I am unfitted for it, having neither the education nor the training.

I am deeply grateful for many expressions of kindly sentiment from the American people, but I desire to retire in peace to the enjoyment of my old age.

The navy is one profession, politics another. I am too old to learn a new profession now.

I have no political associations, and my health would never stand the strain of a canvass.

I have been approached by politicians repeatedly, in one way or another, but I have refused absolutely to consider any proposition whatever.

This is final.

But the management might have saved the expense of a special commissioner to Manila had they consulted the Admiral's immediate family in Montpelier. As early as January 1899 the Honorable Charles Dewey received from his distinguished brother the following letter on the subject, accompanied by the declaration that "I had rather be an Admiral ten times over."

UNITED STATES CRUISER OLYMPIA, }
MANILA, December 10, 1898. }

Dear Brother:—Yours of October 29, with inclosure, was duly received. . . . Nothing new here. We are waiting to hear from Washington that the United States owns the islands, and then will follow the question of dealing with the insurgents. General Otis thinks Aguinaldo is losing his power and that the insurrection will soon disintegrate. I hope so.

I have strong letters urging me to become the Democratic candidate for President. I had rather be an Admiral ten times over. With much love,

Your affectionate brother,

GEORGE DEWEY

HONORABLE CHARLES DEWEY.

Among the tragedies of the Spanish War was the death, a few weeks after the Battle of Manila, of Captain Charles V. Gridley, of the *Olympia*. Captain Gridley was a sick man before the battle was fought, and the shock to his nervous system occasioned by the engagement was too much for him and he died while on his way to the United States, where he had been ordered by the Navy Department officials. The mother of Captain Gridley wrote a letter concerning her son's death to Admiral Dewey, and received the following reply:—

FLAGSHIP OLYMPIA,
CAVITÉ, PHILIPPINE ISLANDS, August 12, 1898. }

Dear Madam:—Am just in receipt of your letter in regard to the death of your son, Captain Charles V. Gridley, and wish to extend to you my most sincere sympathy in your great bereavement. His loss is mourned by all who knew him, and especially by me, whose friend and trusted and gallant assistant he was. His illness began in Hong-Kong, but he bravely clung to his post, and not until after the battle and victory in which he assisted so much would he consent to leave his ship and return to the United States. His death was caused by a complication of diseases, including diarrhoea and dropsy, all due to a disordered condition of liver, and aggravated by a rupture sustained on the day of the battle. The immediate cause of his death, which occurred at Kobe, was severe hemorrhage of the stomach. This was entirely unexpected; indeed, our surgeon had no idea that it would occur, or that Captain Gridley was dangerously ill, although, of course, it was known that he could not remain on duty.

It is a matter of some gratification to me that I was instrumental in obtaining for him an advancement in his grade for highly distinguished conduct in battle, which he richly deserved, though he did not live to enjoy it.

With heartfelt sympathy, very sincerely yours,

GEORGE DEWEY.

To a comrade in the Navy George Dewey throws a side light on the Battle of Manila in the following letter, written a few weeks after the engagement took place. The letter is dated "On board the *Olympia*, off Manila," and highly commends the bravery of the men who manned the Spanish boats and guns:—

My Dear Norton:— . . . As we moved past Corregidor, the *Olympia* being in advance, suddenly, not fifty yards to the right, there was a muffled roar, and a column of water shot upward thirty or forty feet high. In a moment another to my left. "So the place is mined," I said to Lamberton. Just then I recalled what Farragut said to Drayton of the *Hartford* in Mobile Bay, when the monitor *Tecumseh* blew up, torpedoed, very near the old flagship. Drayton looked a little uneasy—almost any man would at that time and place—when Farragut roared out through his trumpet: "D—n the torpedoes; signal fleet to follow me." I signaled the fleet to follow the *Olympia*, and it did most gallantly.

I opened on the Spanish flagship *Reina Christina* with my 8-inch guns at five thousand eight hundred yards. Every shot took effect. The Spanish Admiral Montojo fought his ships like a hero. He stood on his quarter-deck until his ship was ablaze from stem to stern, and absolutely sinking under his feet; then transferring his flag to the *Isla De Cuba*, he fought with what was left of his fleet, standing fearlessly amid a hail of shrapnel until his second ship and over one hundred of her crew sank like lead in a whirl of water.

It seems to me that history in its roll of heroes should make mention of an Admiral who could fight his ships so bravely, and stand on the bridge coolly and calmly when his fleet captain was torn to pieces by one of our shells at his side. I sent him a message, telling him how I appreciated the gallantry with which he had

FLAGSHIP OLYMPIA

Manila 6 Oct. /98

My dear brother.

I was glad to hear from you the other day and to know that on Aug. 20th last you were all well - I was particularly pleased to know that Edward and Mary were both so well. With best good wishes there is any letter worth sending you.

My best wishes continue

ADMIRAL DEWEY'S LETTER TO HIS BROTHER CHARLES, IN FAC-SIMILE

to be excellent notwithstanding my hard work and great responsibilities.

One thing, I think, that keeps me up is the fact that my work out here has been fully appreciated by my countrymen and they have not been backward in showing their commendation.

My cabin is filled with presents of every kind received from all over the country.

The general impression seems to be
that I will be made either a Vice
or Quar Admiral - I think I rather
have higher aspirations for me.

I hope soon to have one
or two battleships in my fleet
and shall then be ready for
any power likely to attack
us. I perhaps the Northmen away

come out to - either side of the New
York. I have just sent three ships
to the mouth of the Pacific, as near
Peking as ships can go, in answer
to threatened visitations in China.

I see my hands are going to be
full. With them I see no thanks
for the nice sayings in your letter.

I am Dear Mr. Hastings with
Yours Truly
Dewey

fought his ships, and the deep admiration my officers and men felt for the commander of the *Reina Christina*, who nailed his colors to his mast, and then went down with his gallant crew. I think, my dear Norton, that had you witnessed this, as I did, you, too, would have sent the brave sailor the message I caused to be sent to him, to which he responded most courteously. . . .

Yours truly,

GEORGE DEWEY.

The following brief sentences will familiarize the reader with George Dewey's career from birth till sixty-one years of age:—

1837—Born at Montpelier, Vt.

1849—Rebellious pupil in Montpelier district school.

1852—Student in the Norwich University, at Norwich, Vt.

1854—Entered United States Naval Academy at Annapolis as a cadet.

1858—Graduated from the Naval Academy fifth in his class.

1859—Had his first experience in ocean cruising on the steam frigate *Wabash* in the Mediterranean.

1860—Commissioned as Lieutenant in the Navy.

1861—Assigned to the West Gulf squadron as executive officer on the *Mississippi*.

1862—Went on the *Mississippi* to assist Farragut's fleet in the capture of New Orleans.

1863—*Mississippi* destroyed at Port Hudson, and Dewey ordered up the James River under Commander McComb.

1864—Attached to the North Atlantic blockading squadron.

1865—Commissioned Lieutenant-Commander for meritorious conduct in the attacks on Fort Fisher.

1866—Assigned to the steamer *Kearsarge*, on the European station.

1867—Married to Susie B. Goodwin; transferred to the *Colorado*, flagship of European squadron.

1868—Detailed for two years as instructor at the Naval Academy.

1870—Assigned to the steamer *Narragansett* for special service.

1872—After visit of inspection to torpedo stations, made Commander of the *Narragansett*, and sent to the Pacific Coast Survey, where he remained nearly four years. In 1872 his wife died at Newport, R. I.

1876—Made Lighthouse Inspector, and, later, secretary of the Lighthouse Board.

1882—Assigned to command the *Juniata*, of the Asiatic squadron.

1884—Promoted to Captain, and assigned to command the *Dolphin*, one of the four vessels that formed the original White squadron.

1885—In command of the flagship *Pensacola*, of the European squadron, for three years.

1889—Chief of the Bureau of Equipment and Recruiting at Washington, with the rank of Commodore.

1893—Made a member of the Lighthouse Board.

1896—Commissioned Commodore, and made president of the Board of Inspection and Survey.

1897—Sent to the China Sea in command of the Asiatic squadron.

1898—Defeated the Spanish fleet in Manila Bay.

1899—Made Admiral of the United States Navy.

Admiral George Dewey is blessed above most men in the possession of an unusually loving and admiring kindred. His sister, Mrs. Mary P. Greeley, of Montpelier, Vt., tells many pleasant anecdotes of her own childhood with "brother George." Their mother died when George was but five years old and his sister Mary but two years his junior; and the children were, for this reason, much to each other. Mrs. Greeley is of an exceedingly modest, retiring disposition and averse to being quoted with reference to her illustrious brother. In a letter to the author, however, she speaks particularly of how full of life and fun her brother was, and although somewhat



Manila
10 Dec.
1898

Dear Brother.

Yours of Oct. 29th
inclosing Mr. Everett's
was duly received.

I have written
him. Please give
the boy a place
in your home
until I can
attend. Nothing

now here. We are
waiting to hear
from Washington
that the U.S. over
the Islands and
then will follow
the question of
dealing with
the insurgents.
Yours truly
Franklin D. Roosevelt

is losing his power &
 that the insurrection will
 soon disintegrate. I hope
 so. I have strong letters
 urging me to become the
 Democratic Candidate for
 President!!

x x x x x x x

x x x x x x x x x x x x x x x x

I had rather be an
Admiral ten times over.

With much love

Yours Affectionately both

Wm. & Mary Dewey.

Wm.

Charles Dewey.

addicted to the habit of playing truant from school, his lovable traits of character and noble qualities outweighed anything that could be said against him.

“When George was eleven years old some one gave him the story of Hannibal crossing the Alps. He never tired of reading this book, and one morning, taking some other boys for a bodyguard, he started on the snow crust to climb the steep hill just back of the State House, imagining himself Hannibal, and he never gave up until he reached the summit.”

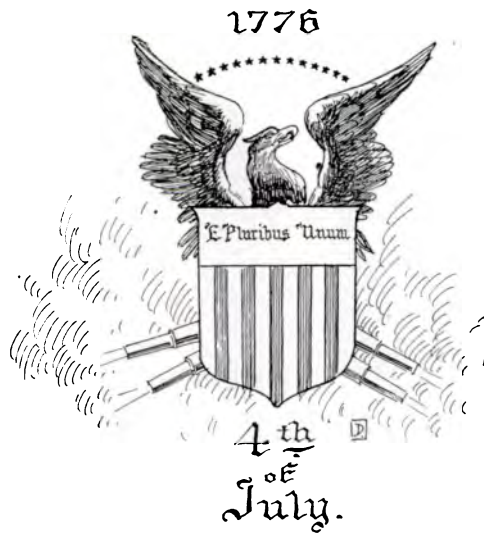
George was a great actor, and used to have a theatre in the carriage-house at his father's barn. A buffalo robe was the drop-curtain, five pins were charged for admission to the performance, and a peanut stand was in evidence. The plays were mostly high tragedy, in which George always took a prominent part.

His sister remembers that at one time the star actress, a little girl of her own age, could not appear, and George called on her to take the part. She was frightened at the firing of revolvers in the play, and told him she could not think of a thing to say. He replied: “Well, make it up as you go along, then. The performance must go on.” And the performance did go on to the end.

“George was very apt to get into trouble with boys older than himself. He was always around where cannon were to be fired on festival occasions. One Fourth of July, when he was about eight years old, he was so anxious to be near the cannon that was being fired on the Common that his face was blown full of powder.

We were, of course, much frightened lest the accident might prove serious.

“But George was a good boy, generous, brave, and absolutely fearless. There was nothing cowardly about him. To relate all of his thoughtful deeds when we were children together would fill a book.”





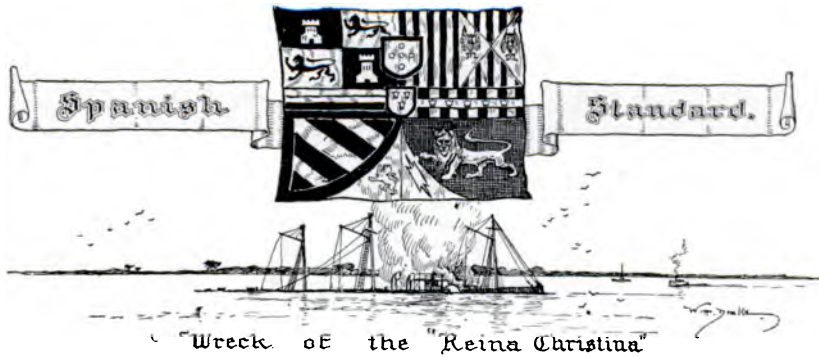
Lyman



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CHAPTER XV

DEWEY'S ROYAL ANCESTRY

THE LYMAN, LAMBERT, OSBORNE, AND DEWEY COATS OF ARMS
—BRIEF MENTION OF OTHER DEWEYS PROMINENT IN AMERICAN AFFAIRS



AN interesting letter on the subject of George Dewey's ancestry, Mr. C. H. Browning, of Ardmore, Pa., states that, while it will not add a particle to his fame obtained by the heroism and tact displayed at the Battle of Manila, yet it is agreeable to know that he is, from a genealogical standpoint, well born, and that his ancestry is unsurpassed. These assertions are vouched for by statements bearing on his claims found in Browning's "Americans of Royal Descent," Douglas's "Peerage of Scotland," Dugdale's "Baronage of England," Anderson's "Royal Genealogies," "The Magna Charta Barons and their American Descendants," and other works of like authority.

Admiral Dewey's pedigree begins on the very border of mythology with Thor, the Scandinavian war god, or cult hero, who, according to the ancient chronicles and Snorra Edda of the Saxons, was the ancestor in the nineteenth or twentieth generation of another cult hero, who is almost a myth, called variously Vothinn, Othinn, Odin, Bodo, and Woden, the King of the West Saxons, A. D., 256-300, who, with his spouse, Frea, were the Mars and Venus of Saxon mythology. This King Woden, the God of War, is described as the great-great-grandfather of the bugaboos of English history, Horsa and Hengst, brothers, freebooters and pirates, of whom the Saxon annals tell us that Hengst was the King of Saxons, and died between A. D. 474 and 495, first King of Kent.

Leaving this progenitor of the Saxon rulers of Britain, Admiral Dewey's royal lineage passes along the royal Saxon line on the continent, through King Hengst's son, Prince Hartwaker, to the historic King Dieteric, and his "famous" wife (he had others), Dobrogera, a daughter of the unique character, Bellung, King of the Worder. Their grandson, Witekind the Great, was the last king of the Saxons, A. D. 769-807, and then dwindled into only their Dukes, and Duke of Westphalia, while his descendants for a few generations were only Counts of Wettin, until on the genealogical line we come to the great Robert—Robert-fortis—who, by his sword, became Count of Anjou and Orleans, Duke and Marquis of France, and won the hand of the fair Lady Alisa, sister-in-law to the King of the Franks, Lothar I.

This hero of mediæval history, Robert-fortis, the great-grandson of the great Witekind, was the founder of the

so-called Capetian line of monarchs of France, for from him, through a line of Dukes of France and Burgundy, Counts of Paris, etc., who by their swords and intermarriages became firmly seated on French soil, was descended the celebrated Hugh Capet, Duke of France, who usurped the throne of France and supplanted Charles, Duke of Lorraine, son of Louis d'Outremer, and heir of King Louis V., the last Carolingian, or descendant of the great Emperor Charlemagne, to occupy the "French" throne.

'Tis said "blood will tell." How true it is in Dewey's case. The blood of the finest warriors of history tells in him. He inherited the "knack of knowing" when to do it and how to do it, and is the peer of any of his ancestors from Hengst to Hugh Capet, yet unconsciously he emulated the traits of many of them.

Two other kings of the Capetian line—Robert the Pious and Henry I.—Dewey numbers among his illustrious ancestors, and Gibbon, in his "Decline and Fall of the Roman Empire," tells us of the high lineage of one of his early ancestresses, Anne of Prussia, wife of Henry I., of France. Gibbon states that she was the daughter of Jaroslaus, Grand Duke or Czar of Russia, A. D. 1015–1051, who was a descendant of Basil, the Macedonian, first Emperor of Constantinople, of his line, A. D. 867, and that Basil was descended, on his father's side, from the Aracides, the rivals of Rome, possessors of the sceptre of the East for four hundred years; through a younger branch of the Parthian monarchs, reigning in Armenia; and on his mother's side, from the European Constantine the Great, and Alexander the Great, the Macedonian.

All these illustrious historic characters were Dewey's forbears, and so also were many others he nor any one can ever be proud of. But genealogy, like politics, makes strange bedfellows. He was born to these—good, bad, and indifferent ancestors—they have been discovered for him, not manufactured, and of their attributes he has inherited the best, so it appears.

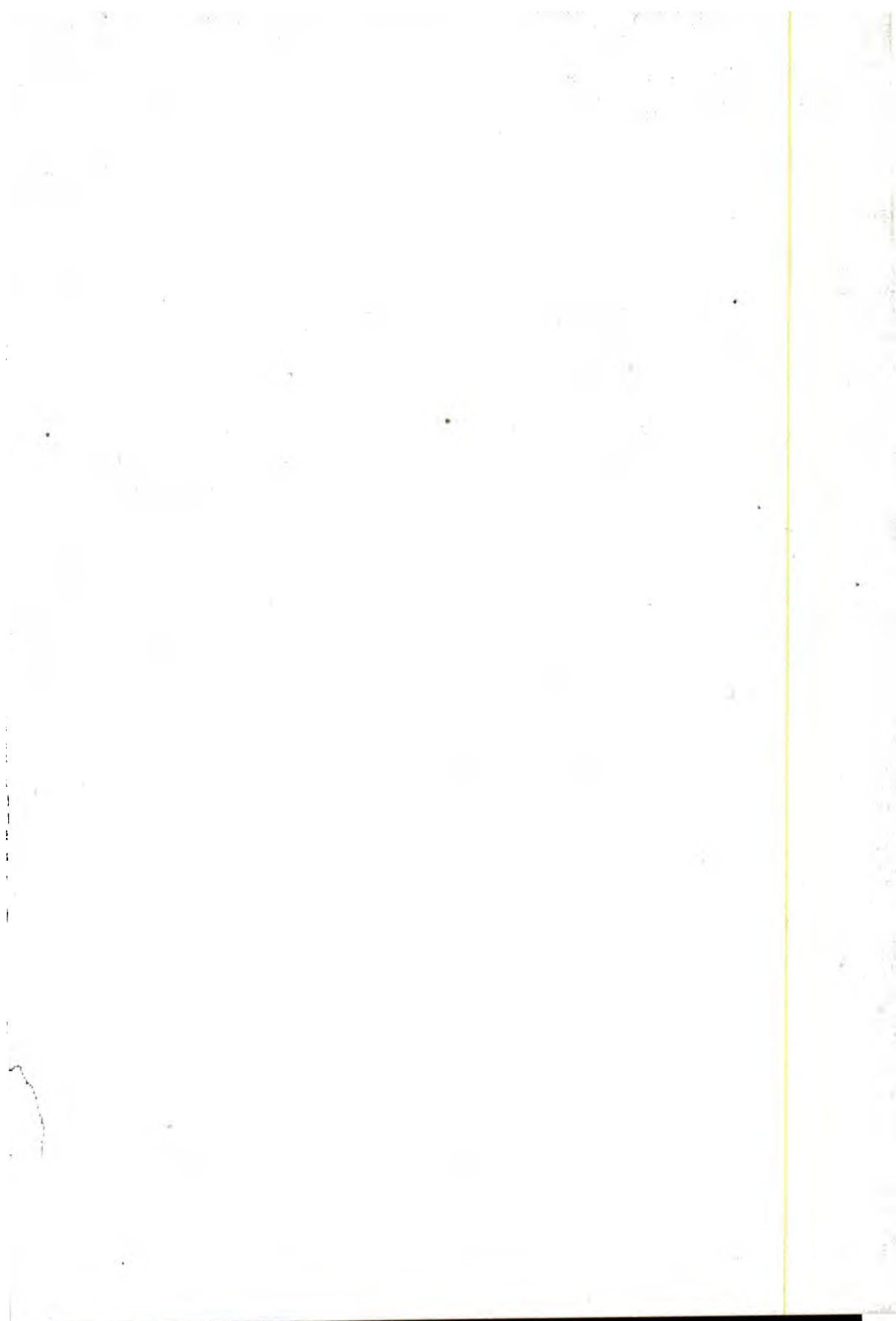
Continuing Dewey's pedigree, we find that one of his ancestors—the one necessary to connect him with these historic characters—was the son of King Henry I. of France, Hugh the Great, Duke of France and Burgundy, Marquis of Orleans and Count of Paris, and through his wife, Count of Vermandois and Valois, a noted man of his day.

It is here that Dewey's pedigree leaves the continent and begins to be a part of English history. Dewey's ancestress, Lady Isabel de Vermandois, was the daughter of the aforesaid Hugh Magnus, and was the first wife (he was her first husband) of Robert de Bellomont, or Beaumont, a Norman, Earl of Millent, who accompanied William of Normandy on his expedition to England, and for the part he took in the conquest was created in 1103 Earl of Leicester and granted many manors in England, dying in 1118. He had issue by Lady Isabel, Robert Bossu de Bellomont, second Earl of Leicester, who was Lord Chief-Justice of England, and dying in 1168, had issue by his wife, Lady Amelia or Amicia, a daughter of Ralph de Waer, or Waher, who in 1066 was the Earl of Norfolk, Suffolk, and Cambridge, but forfeited these earldoms in 1074, Robert-Blanch-Mains, third Earl





Lyman-Lambert-Osborne





of Leicester and Steward of England, whose daughter, Lady Margaret de Bellomont, was an ancestress of Admiral Dewey.

This lady married Saher de Quincey, an English baron, created Earl of Winchester in 1207 by King John, to win him over to his side. This baron accepted and enjoyed the honors conferred on him by John, but never was friendly to him. On the contrary, he was, next to Fitz Walter, the leader of the insurrectionary barons, and did as much work as any of them to compel King John to grant the Magna Charta—the charter of liberty—and was one of the twenty-five sureties chosen to enforce its observance. It is through this baron that Dewey is eligible to membership in the Order of Runnymede.

Turning now to the pages of the Scottish peerage books, we learn that this Earl of Winchester's granddaughter, Elizabeth de Quincey, was the wife of Alexander de Comyn, second Earl of Buchan, who was a descendant of Donalbane, King of Scots, which gives Dewey a "strain" of the sturdiest sort. And reverting again to the English peerage, we find that Gilbert, Baron d'Umfraville, married Lady Agnes, a daughter of the aforesaid Elizabeth, Countess of Buchan, and was the progenitor of a line of Umfravilles to Lady Joan d'Umfraville, who married Sir William Lambert, Knt., Lord of Owlton Manor, in Durham. From the authentic pedigrees of the official Heralds of England we learn that a great-granddaughter by this marriage was the wife of Thomas Lyman, Gent, of Navistoke, in Essex, who died in 1509, and the mother of Henry Lyman, of High Ongar, in Essex,

who was the ancestor of that Richard Lyman, of High Ongar Manor in 1580, who came to the Massachusetts Colony in 1631 and died in 1640 at Hartford, Conn., of which city he was one of the founders and earliest lot owners. His grandson, Richard Lyman, of Windsor, Conn., had one daughter, named Hepzibah, who married, November 6, 1662, Josiah Dewey (a son of Thomas Dewey, who came to the Massachusetts Bay Colony from Sandwich, England, in 1630), and was the lineal ancestor of our gallant hero, Admiral George Dewey.

More briefly stated, the pedigree, both curious and interesting, is as follows:—

- (1) Charlemagne, Emperor, etc., had
- (2) Pepin, King of Italy, who had
- (3) Bernard, King of Italy, who had
- (4) Pepin, Count de Vermandois, 840, who had
- (5) Herbert I., Count de Vermandois, died 902, who had
- (6) Herbert II., Count de Vermandois, died 943, who had
- (7) Albert I., the Pious, Count de Vermandois, 943–987, who had
by his wife Gerberga, a daughter of Louis IV. of France
- (8) Herbert III., Count de Vermandois, who had
- (9) Otho, Count de Vermandois, 1021–1045, who had
- (10) Herbert IV., Count de Vermandois, 1045–1080, who had
- (11) Countess Adelar, heiress, 1080–1117, who married Hugh Magnus, son of Henry I., King of France, by Anne of Prussia, and had
- (12) Lady Isabel de Vermandois, who married Robert, first Baron de Bellomont, created Earl of Leicester and Mellent, and had
- (13) Robert, second Earl of Leicester, Lord Chief-Justice of England, who had
- (14) Robert, third Earl of Leicester, Steward of England, who had
- (15) Lady Margaret de Bellomont, who married Saire de Quincy, created Earl of Winchester, 1207, died 1219, leaving

(16) Roger, second Earl of Winchester, Constable of Scotland, married Lady Helen, daughter of Alan, Lord of Galloway, died 1264, leaving

(17) Lady Elizabeth de Quincy, who married Alexander, Baron Comyn, second Earl of Buchan, grandson of Richard, Baron Comyn, Chief-Justice of Scotland, and his wife, Lady Hexilda, granddaughter of Donalbane, King of Scots, who had

(18) Lady Agnes Comyn, who married Gilbert, Baron de Umfraville, and had

(19) Gilbert, Baron de Umfraville, Earl of Angus, by right of his first wife; married 1243, Matilda, Countess of Angus, and had

(20) Robert de Umfraville, second Earl of Angus, who had, by his second wife, Lady Alansee,

(21) Sir Thomas de Umfraville, of Harbottle, younger son, who married Lady Joane, daughter of Adam de Rodam, and had

(22) Sir Thomas de Umfraville, Lord of Riddesdale and Kyme, who had by his wife, Lady Agnes

(23) Lady Joane de Umfraville, who married Sir William Lambert, of Owlton, Durham, and had

(24) Robert Lambert, of Owlton (or Owton), father of

(25) Henry Lambert, of Ongar, Essex, father of

(26) Elizabeth Lambert, who married Thomas Lyman, of Navistoke, Essex, died 1509, leaving

(27) Henry Lyman, of Navistoke and High Ongar, who married Alicia, daughter of Simon Hyde, of Wethersfield, Essex, and had

(28) John Lyman, of High Ongar, who married Margaret, daughter of William Girard, of Beauchamp, Essex, died at Navistoke, 1589, leaving

(29) Henry Lyman, of High Ongar, whose son

(30) Richard Lyman, born 1580, at High Ongar, removed to Roxbury, Mass., in 1631, died 1640, at Hartford, Conn., of which he was one of the original proprietors. He had issue by his first wife, Sarah,

(31) Robert Lyman, who married Hepzibah, daughter of Thomas Bascom, and had

(32) Richard Lyman, of Windsor, who married Hepzibah, daughter of Thomas Ford, and had

(33) Hepzibah Lyman, who married Josiah Dewey, born 1641, died after 1731, and had

(34) Josiah Dewey, Jr., born 1666, who married Mehitable Miller, and had

(35) William Dewey, who married Mercy Bailey in 1716, and had

(36) Simeon Dewey, born 1718, died 1750, who married Anna Phelps, born 1719, died 1801, and had

(37) William Dewey, born 1746, died 1813, who married Rebecca Carrier, born 1746, died 1837, and had

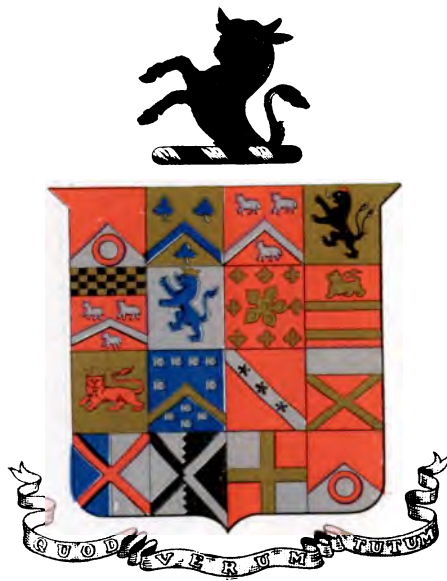
(38) Simeon Dewey, born 1770, died 1863, who married Prudence Yemans, born 1772, died 1844, and had

(39) Julius Yemans Dewey, born 1801, died 1877, who married Mary Perrin, born 1799, died 1843, and had

(40) George Dewey, the present Admiral, born 1837, who married Susie B. Goodwin.

In England no person is permitted to use a coat of arms or heraldic device to which he is not entitled, and offenders are punished by either fine or imprisonment. In the Middle Ages coats of arms were considered as hereditary marks of honor. They consisted of certain fixed figures and colors conferred by sovereign princes at first, and generally as a reward for military achievements; but subsequently also in recognition of some signal public service not necessarily of a military character, and served to denote the descent and alliance of the bearer. These marks of honor are called "arms" from their being principally and at first worn only by military men in war and at tournaments, who had them depicted on their shields. As these devices were embroidered upon coats worn over the armor they were called "coats of arms." A knight's coat of arms and crest was his distinction from others and was guarded as his honor.

Elsewhere in this book appear four plates, showing the royal arms of the Lyman, Lambert, Osborne, and Dewey



1-LYMAN
2-TRETHEWY
3-LAMBERT
4-CRESEY
5-LAMBERT
6-PICKERING
7-UMFRAVILLE
8-TORINGTON

9-ANGUS
10-BERKELEY
11-RODAM
12-HYDE
13-GIRARD
14-SCOTT
15-OSBORNE
16-LYMAN

families in England. Following are the technical descriptions of the same, as given in an established authority on heraldry:—

THE LYMAN ARMS

Arms—Per Chevron, gu. and ar.; in base an annulet of the first.

Crest—A demi-bull, ar.; attired and hoofed, or. langued gu.

Motto—"Quod Verum Tutum."

These are the arms of Hepzibah Lyman, daughter of Richard Lyman, of Windsor, Conn., of royal descent, and who married Josiah Dewey the first, the lineal ancestor of Admiral George Dewey.

THE LYMAN-LAMBERT-OSBORNE ARMS

Arms in the quarterly.—One and four, Lyman, as above. Lambert 2.—Gu., a chevron between three lambs. Osborne 3.—Quarterly erm., and gu., over all a cross or.

The Lambert arms were used by the family of Elizabeth Lambert, daughter and heiress of Sir Thomas Lambert, and who was married to Thomas Lyman about 1488, bringing large estates into the family, and greatly strengthening its connection with royalty.

The Osborne arms were those of Sarah Osborne, wife of Richard Lyman, who came to America in 1631, and was the grandfather of Hepzibah Lyman, who married Josiah Dewey.

The arms shown in the quarterly of sixteen figures are used by the descendants of any one of the fourteen families represented, most of them being in the royal line from Charlemagne to Lyman. Following are the names of families, numbering from left to right across the chart:—

1, Lyman; 2, Trethewy; 3, Lambert; 4, Cresey; 5, Lambert; 6, Pickering; 7, Umfraville; 8, Torington; 9, Angus; 10, Berkeley;

11, Rodam; 12, Hyde; 13, Girard; 14, Scott; 15, Osborne; 16, Lyman. The crest and motto are those of the Lyman family.

THE DEWEY ARMS

The arms of the Dewey family are very old. Edward Wilkins Dewey, of New York city, while searching for records of the Dewey family among the archives of the British Museum, discovered an old parchment book on heraldry, evidently written before the time of the printing press, in which he found the following:—

Dewe: (Bucks).—Sa. on a fess between three dragons' heads erased or., langued gu., as many cinquefoils of the field.

Crest.—A dragon's head between two wings expanded sa., on each a cinquefoil or.

This description is probably the original coat of arms given to the family which was at that time located in Bucks County.

The interpretation of the above is as follows:—

Arms.—The shield is sable (black) with a gold fess (band) running across it horizontally, on which are three black cinquefoils (or five-leaved clover); above the fess are two dragons' heads erased (forcibly torn off, leaving the separated parts jagged and uneven) and one under also erased. All three of gold and langued gu. (with red tongues).

Crest.—A dragon's head between two wings expanded sa., on each a cinquefoil or.

In other words the dragon's head and wings are black, and on each is a cinquefoil of gold.

Motto.—“Corona Veniet Delectis,” which means: “A crown will come to those deserving it.”

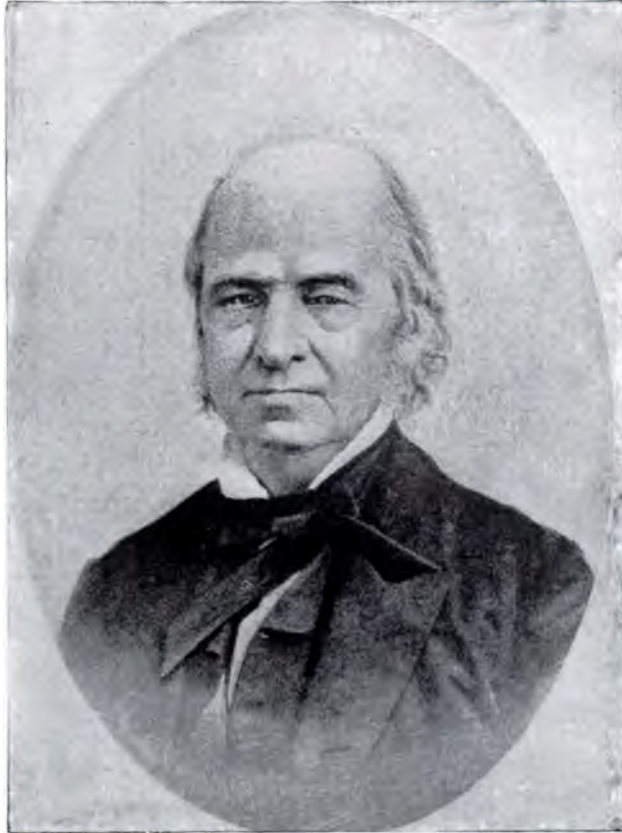
This motto has not been found among the records of any established authority on this subject, and may be



MONUMENT TO THE FIRST DEWEY BORN IN AMERICA, NOW STANDING IN THE
OLD CEMETERY AT WESTFIELD, MASS.

said to be a tradition of the American family. Mr. Sherman Dewey, in a record written in 1795, gives this motto as being handed down to him by his forefathers, and it is undoubtedly correct.

In Burke's "Heraldry" we find a later description of the arms of the



REV. DR. ORVILLE DEWEY

Dewey family in Norfolk County. England, as follows:—

Dewy. — Sa. on a fess argent, between three dragons' heads erased or., as many cinquefoils of the field.

The difference being that the fess is of silver instead of gold, and the dragons' tongues are of the same color as the heads. gold. This shows the connection between the Dewe family of Bucks County and the Dewy family of Statfield, in Norfolk County. There are several other

arms, but of a later date, given to one family in Kent, described as follows:—

Dewe.—Gu. a chev. ar. between nine plates, five and four. Arms given to a family of Dewe, or D'Ewes, of Stowlangtoft, bart., which was extinct in 1736, are as follows: "Or, a fess vair between three quatrefoils gu." Another is, "Dewey.—Ar. a pile gu." All are now extinct in England.

The Dewey arms shown in this book are said to have belonged to one Simeon Dewey, supposed to have been the father of Thomas Dewey, who came to America with the Reverend Warham in 1630. Simeon Dewey was created a Baronet of Stow Hall in 1629.

In order that the reader may know something of the family from which Admiral George Dewey has descended, we have deemed it best to devote a few pages of space to a brief history of the Dewey family in America.

The origin of this name is somewhat obscure, but is supposed to have originated in French Flanders, some of the Deweys having come from Douai, France, to England with William the Conqueror, and settled in Lincolnshire. But there are families of Deweys in the United States who have come from England, Ireland, Denmark, and Norway.

The family in America traces its lineage direct to one THOMAS DEWEY, who came to the Massachusetts Bay Colony from Sandwich in Kent, England, in 1630, with the Reverend John Warham and his little band of persecuted Christians, and settled in Dorchester. Thomas Dewey was essentially a settler, and after about five years made another move to still newer fields and became one of the

Josiah Dewey the first was a carpenter by trade, and an active and influential citizen of his time and place. His marriage to the daughter of Richard Lyman, the settler, was the tie which brought to the descendants of this line of the Dewey family what they are now pleased to term "royal blood," the Lymans having descended through twenty-seven generations from the Emperor Charlemagne, there also being in this line two kings, seven counts, one prince, six earls, and numerous lords and ladies of the royal families of England, Prussia, France, and Italy.

ANNA DEWEY, baptized October 15, 1643, who married JOHN WOODWARD, May 18, 1671, at Northampton, Mass., and had six children.

ISRAEL DEWEY, born September 25, 1645, who married August 20, 1668, at Northampton, Mass., ABIGAIL DRAKE, daughter of Sergeant Job and Mary (Wolcott), and had four children, and became the head of the Israel branch of the Dewey family.

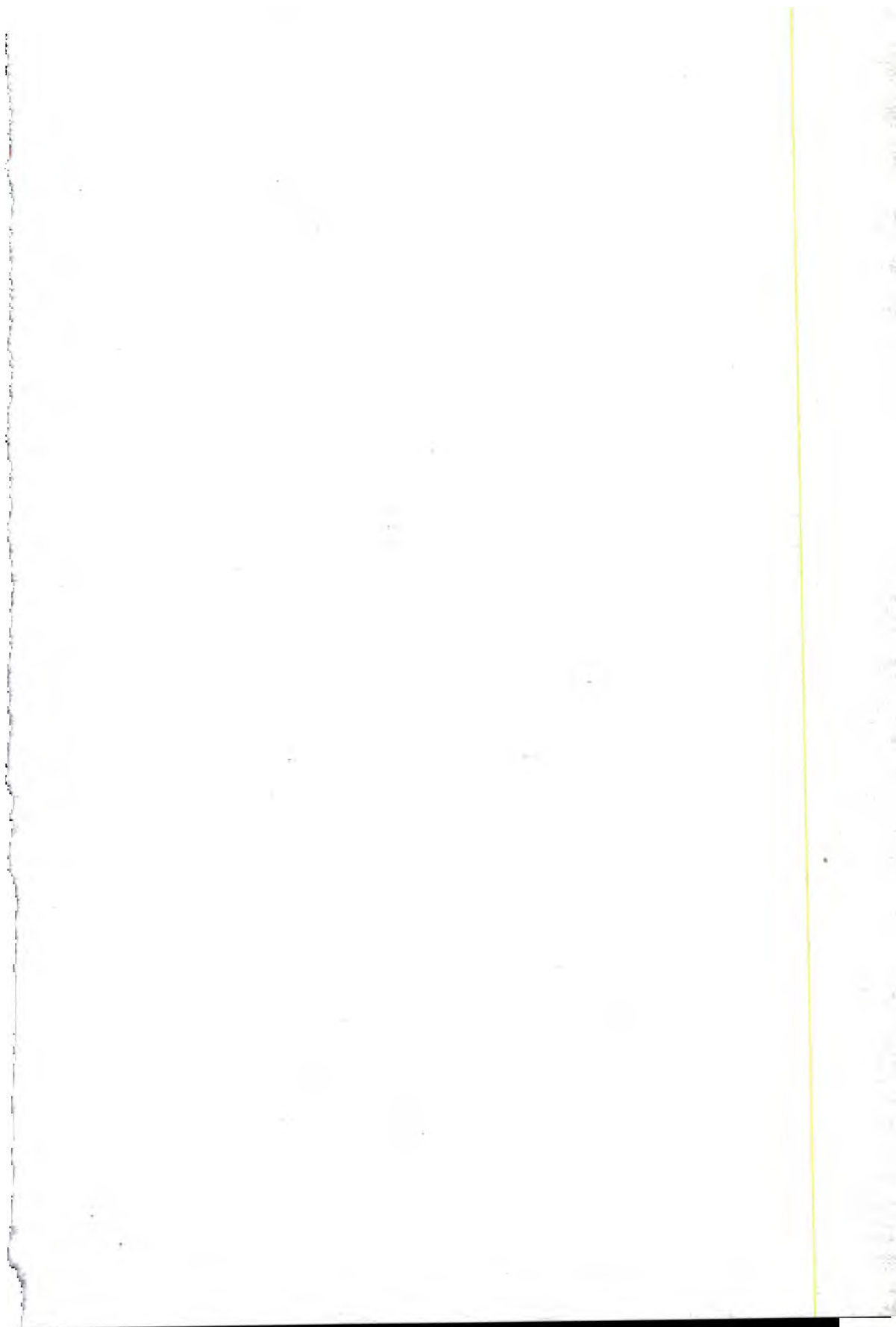
JEDEDIAH DEWEY, born December 15, 1647, who married in 1670, at Farmington, Conn., SARAH ORTON, daughter of Thomas and Margaret (Pell), and had ten children, and became the head of the Jedediah branch of the Dewey family.

Following the line of George Dewey's ancestors direct, we next come to JOSIAH DEWEY the second, son of Josiah the first, born December 24, 1666; date of his death is not known; he married, January 15, 1691, at Westfield, Mass., MEHITABLE MILLER, daughter of William and Patience Miller, of Westfield, and had six children. By occupation he was a farmer, and was much respected by his associates.





Arwey



secretary of the National Life Insurance Company, and later was also made actuary of the same. In June 1877 he was elected vice-president of the company, and continued in that office for twenty years; he has been a director of the company since 1866; he was elected a vestryman of Christ Church in 1870, and still holds that office. He married, August 27, 1856, SUSAN GRIGGS LILLEY, daughter of Gibbs and Susan Elizabeth (Griggs), of Worcester, Mass., and had six children.

ADMIRAL GEORGE DEWEY, third son of Julius Yemans Dewey, was born December 26, 1837, at Montpelier, Vt. Married, October 24, 1867, SUSIE B. GOODWIN, daughter of Governor Ichabod and Sarah Parker (Rice), and had one child, George Goodwin Dewey, born December 23, 1872, at Newport, R. I. She died at Newport, December 28, 1872. George Goodwin Dewey was graduated at St. Paul's School, Concord, N. H., and at Princeton College. He is engaged in mercantile business in New York.

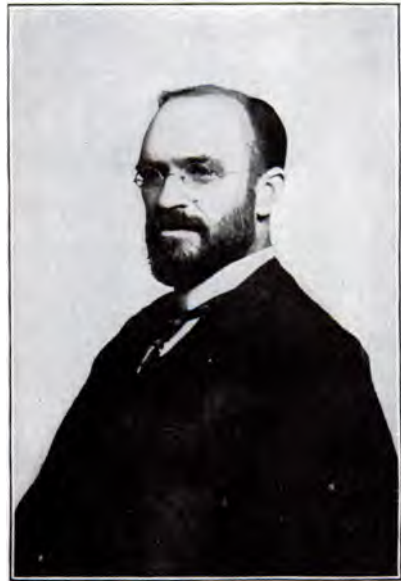
MARY PERRIN DEWEY, only daughter of Dr. Julius Yemans and Mary Perrin, his wife, was born October 26, 1839, in Montpelier, Vt. Before she was four years of age, her beloved mother, after an illness of eight months, was taken away. Her father married a second time in 1845, and on the death of his second wife in 1854 he married a third time in 1855, both of these stepmothers being most tender and devoted in their care of the doctor's children, and most estimable women withal. Mary was educated in a private school for a time, and later attended the Montpelier Academy. At the age of fifteen she was sent to a boarding school at Burlington, Vt., and one year later



HON. DR. JOHN DEWEY

chant vessel from Boston. During his absence—over a year—he determined upon his future. After he returned home he began the study of medicine, and after courses of lectures at Woodstock, Vt., at Hanover, N. H., medical college, and at the College of Physicians and Surgeons in New York, where he received his degree, and after some service in hospital at Chelsea, Mass., he began his work. At the time of marriage Doctor Greeley was

was sent to St. Mary's Hall at Burlington, N. J., a school under the supervision of Bishop George W. Doane. She remained there two years, and there formed many friendships which still exist. January 10, 1861, she became the wife of George Preston Greeley, of Nashua, N. H., a young physician. He had been a student at old Norwich University, then at Norwich, Vt. At the age of twenty he went to the East Indies as supercargo on a mer-



PROF. MELVIL DEWEY

settled in Hollis, N. H. In August of that year—1861—he was commissioned assistant surgeon of the Fourth New Hampshire Regiment of Volunteers, and with his regiment was ordered to Hilton Head, S. C., and thence to St. Augustine, Fla. After a few months he was made surgeon of the regiment. During the winter and spring of 1863, while Doctor Greeley was in charge of Hospital No. 4, at Beaufort, S. C., Mrs. Greeley was with him.



HIRAM TODD DEWEY

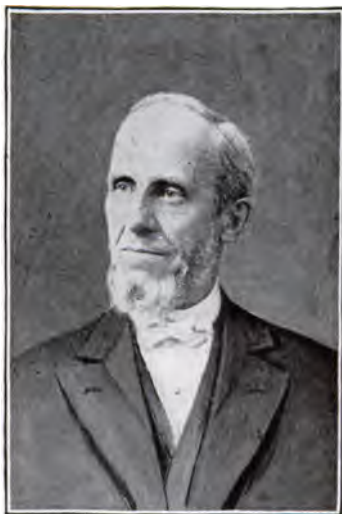
At that time all was "quiet on the Potomac." But at New Orleans there was less quiet—some splendid action by the Navy, in which her brother George was engaged. When Surgeon Greeley was ordered to Folly Island with his regiment, his wife returned to her home in the North. Doctor Greeley was at home on sick leave during several months of the summer of 1863. When he returned it was to see hard service in the Army of the James, before Petersburg, and at other places. His brother-in-law, then Lieutenant George Dewey, served on the gunboat *Agawam* of the North Atlantic squadron, and they met several times at and near City Point during the summer of 1864. When the Fourth New Hampshire Regiment was mustered out of the service, Doctor



A. M. DEWEY

Greeley was commissioned surgeon of the Ninth Regiment of United States Veteran Volunteers. His wife was with him while on duty as medical examiner of recruits at Elmira and Lockport, N. Y. Afterward, when he was stationed at Indianapolis, Ind., Mrs. Greeley was with him during the winter of 1865, and until he was mustered out of the service in June 1866, the war being ended. After journeying

westward to St. Louis and beyond, they returned to the East. After a winter in New York city, spent in visiting hospitals and in study, Doctor Greeley finally located in Boston, Mass. Their home was there for many years. Later they lived in Nashua, N. H., where (as in Boston) Doctor Greeley was engaged in the practice of his profession. He was especially fond of surgery. In 1883 they went to Florida for the winter. Doctor Greeley bought land, and became interested in orange and



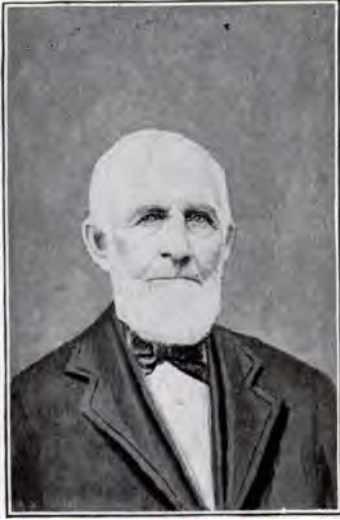
REV. SANGER DEWEY

lemon culture. The greater part of every succeeding year they were in St. Augustine and Duke, Fla., where Doctor Greeley died December 26, 1892. Since the death of her husband Mrs. Greeley has made her home near her own people in her native village of Montpelier, Vt.

WILLIAM TARBOX DEWEY, Lieutenant, son of the Honorable Charles and grandson of Dr. Julius Yemans Dewey, was born September 30, 1852, at Montpelier, Vt.; he began work as an assistant to the secretary of the Vermont Mutual Fire Insurance Company, August 1, 1870; was elected a director of the company in October 1882, and was chosen treasurer of the same, May 7, 1891, which position he still held in 1899. He enlisted as private in Vermont National Guards, Company H, First Regiment, September 28, 1880, and resigned as first lieutenant in 1886; he served his village as trustee in 1886 and 1887; was a member of the Volunteer Fire Department for seventeen years, and at one time president of his company; also treasurer of the Society for the Propagation of the Gospel in Foreign Parts; he has spent much time and money in searching and compiling records of the Dewey family in America, and was one of the Admiral's immediate family who greatly assisted the author in the preparation of this work. He married, November 9, 1881.



JUDGE FRANCIS H. DEWEY



ALBERT G. DEWEY

ALICE ELMORE FRENCH, daughter of James Gale and Orlantha (Goldsbury), and had three children, two of whom were living at home in Montpelier in 1899.

THEODORE GIBBS DEWEY, Lieutenant, son of Captain Edward and grandson of Dr. Julius Yemans Dewey, was born February 10, 1859; graduated from the Annapolis Naval Academy as cadet midshipman in June 1880; reported on board the United States flagship *Richmond*

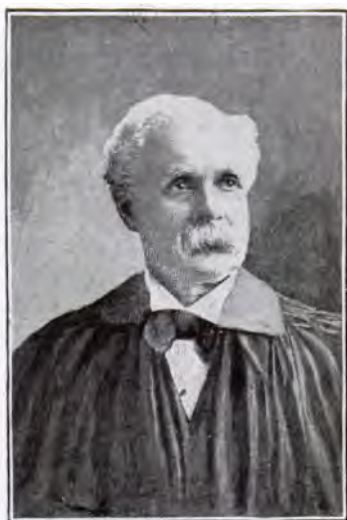
on the Asiatic station September 6, 1880, and remained on her till May 1882, when he was ordered home for examination for promotion. Appointed midshipman June 22, 1882, and on October 25 was ordered to the United States Steamship *Wabash*; joined the *Kearsarge*, North Atlantic squadron, December 11, 1882; commissioned as ensign (junior grade) March 3, 1883; detached from the *Kearsarge* June 17 of the same year, and ordered to duty in the United States coast survey; while on this duty was attached to the schooner *Stillman*, surveying in Long Island Sound; commanded the sloop *Steadfast*, surveying on the east coast of Florida, and on the steamer *Patterson*, surveying in southeastern Alaska; commissioned as ensign in June 1884; joined the United States Steamship *Thetis* in New York in January 1887, and went to Alaska on special duty, cruising in Bering Sea and the

Arctic Ocean. While attached to the *Thetis*, the whaling schooner *Jane Gray* was found floating on her beam ends in the ice to the eastward of Point Barrow, where she had been abandoned by her crew. After she had been raised and temporarily repaired, he took her with a crew of seven men and proceeded to the Mare Island Navy Yard, where she was turned over to her owner. Ensign Dewey was detached from the *Thetis* in February 1889 and



GOV. NELSON DEWEY

was on duty at the office of Naval Intelligence and the receiving ship *Independence* from April 1889 to April 1891, when he was ordered to the flagship *Chicago*, North Atlantic station, December 1, 1891, and while attached to this vessel was at La Guayra during the revolution in Venezuela, and lay at Montevideo with the other vessels of the squadron pending the settlement of the threatened war with Chili. He proceeded to Europe when the *Chicago* became the flagship on that station, and on September 27, 1893, was promoted to lieutenant (junior grade); in January 1894 was transferred to the *Bennington*, which was ordered to the Pacific *via* the Straits of Magellan, going to Salvador to protect American interests during the revolution in that republic. He was detached from the *Bennington* in November of the same year, and ordered to the office of Naval War Records, remaining on that duty



JAMES B. DEWEY

till June 1896, when he was ordered to the United States Steamship *Massachusetts*; while on this vessel he participated in the various bombardments of Santiago. He convoyed the army under General Miles from Santiago to Porto Rico, and co-operated at the taking of Guanica and Ponce; promoted to lieutenant in June 1897. He married, February 6, 1889, MARIA GILLIS BRADLEY, of San Francisco, Cal., and had two children.

All of the foregoing Deweys are members of the branch and line of Admiral George Dewey. There are other members of the family of Dewey, however, who have achieved fame and fortune in the field of military and commercial endeavor, as well as in the arena of theology, journalism, and politics. The mention of a few of them will suffice to show that the Deweys have ever held a high place in the affairs of State and Nation.

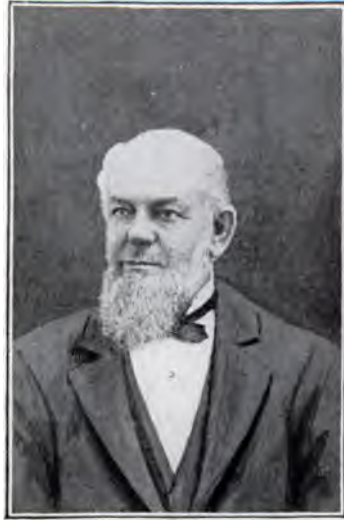
Captain Elijah Dewey, of Vermont, son of the Reverend Jedediah Dewey, the "fighting parson," a Revolutionary soldier of note.

Honorable Daniel Dewey, second, Member of Congress from Massachusetts early in this century, member of Governor's Council, Justice of the Supreme Court, and one of the best-known men in his State.

Captain Samuel W. Dewey, of Philadelphia, famous as the man who sawed the figurehead of Jackson from the prow of ship *Constitution* as she lay at anchor in Boston harbor. He died in Philadelphia, June 10, 1899.

General Joel A. Dewey, of Tennessee, eminent as a soldier, lawyer, and jurist.

Major Israel Otis Dewey, of Vermont, an officer in the Regular Army of the United States.



ADDICE E. DEWEY

Governor Nelson Dewey, of Wisconsin, the first elected governor of that Commonwealth.

Judge Almon Ralph Dewey, of Iowa, prominent in that State as a jurist and lawyer, and conspicuous in Masonic circles.

Reverend Willis C. Dewey, of Illinois, a missionary to Turkey.

Honorable Albert Gallatin Dewey, of Vermont, a manufacturer and merchant.

Professor Melvil Dewey, of New York, Secretary of the State Board of Regents and Director of the University of New York.

Honorable Hiram Dewey, of northern New York, a pioneer in that section, a man of extraordinary energy, and one of the founders of the Watertown Fire Insurance Company.



REV. WILLIS C. DEWEY

Hiram Todd Dewey, of New York city, the pioneer wine producer in America.

Chauncey Dewey, of Ohio, a lawyer, and the personal friend of President Lincoln and Secretary Stanton.

Orville C. Dewey, of West Virginia, iron manufacturer.

Honorable Dr. John Dewey, of Vermont, conspicuous as a doctor of both law and medicine, and as a legislator in both branches of his State government.

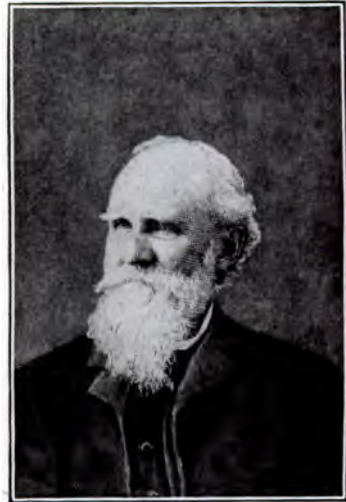
Reverend Dr. Orville Dewey, and the Reverend Dr. Chester Dewey, both eminent and well-known Doctors of Divinity.

Judge Francis H. Dewey, of Massachusetts, a jurist of marked ability.

Alfred Timothy Dewey, of California, one of the best-known men on the Pacific coast.

Prof. James R. Dewey, A. B., A. M., M. D., of Chicago, eminent scholar and teacher.

Rev. Sanger Dewey, for more than fifty years an active preacher in the M. E. Church in northern New York.



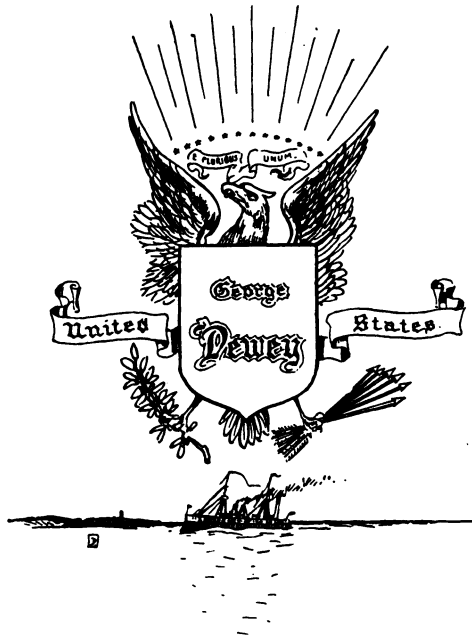
COURTLAND A. DEWEY

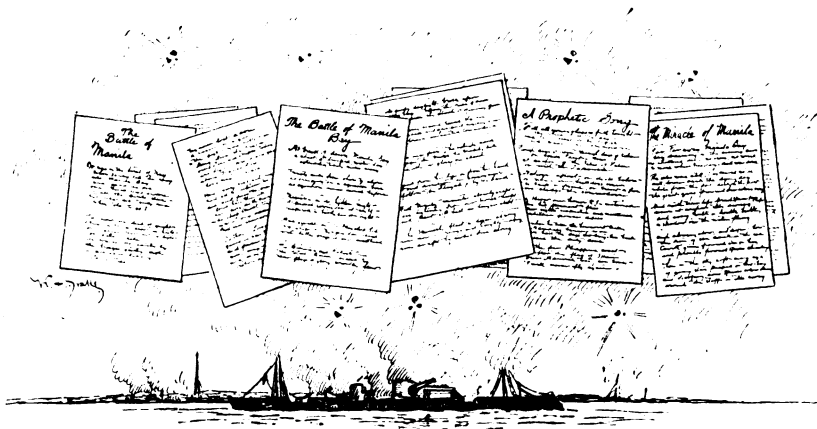
Captain John W. Dewey, a classmate of George Dewey at the Norwich Academy, and a distinguished officer in the military arm of the Government service.

Professor John Dewey, of the University of Chicago.

Louis Marinus Dewey, of Massachusetts, compiler of the family history and genealogy.

Many others of the Dewey family have been equally prominent in the conduct of public affairs as those here mentioned.



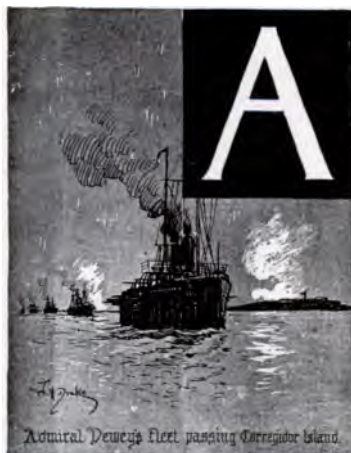


CHAPTER XVI

THE BATTLE IN VERSE AND SONG

SOME SELECTED POEMS ON GEORGE DEWEY AND THE VICTORY
OF MANILA BAY—CONTRIBUTIONS BY LIEUTENANT-COM-
MANDER REES, MR. GEORGE CORONWAY, COLONEL ARCH-
IBALD HOPKINS, AND OTHERS

THE BATTLE OF MANILA BAY *



AT BREAK of dawn Manila Bay
A sheet of limpid water lay,
Extending twenty miles away.

Twenty miles from shore to shore.
As creeping on a squadron bore,
As squadron never moved before.

Majestic in its hidden might,
It passed Corregidor at night,
Inspired to battle for the right.

And grandly on the Flagship led.
Six ships — *Olympia* e'er ahead
With battle flags at each masthead.

*Written on board the Flagship *Olympia* after the Battle of Manila by Lieutenant-
Commander Corwin P. Rees.

The *Baltimore* and *Raleigh* true,
The *Petrel*, *Boston*, *Concord* too,
Their flags of glory proudly flew.

As early daylight broke upon
The bay — before the rise of sun —
Was seen the flash of opening gun !

Then every second heard the roar
Of shell and shrapnel bursting o'er
Our brave, undaunted Commodore !

“Hold our fire !” he calmly said,
As from the bridge he bravely led
To death or glory on ahead !

And from his lips or from his hand
But one direction, one command,
“Follow the Flagship by the Land.”

Full twenty minutes slowly crept
'Ere lightning from our turrets leapt,
And pent-up hell no longer slept !

The Spanish fleet, a dozen strong,
Was now in range, and haughty wrong
Was swept by awful fire along.

Explosions wild destruction brought
Mid flames that mighty havoc wrought,
As either side in fury fought.

So back and forth, in angry might,
The stars and stripes waved on the fight,
Mid bursting shells in deadly flight !

The Spanish decks with dead were strewn,
Their guns on shore were silenced soon,
Their flags were down ere flush of noon.

Their ships, their batteries on the shore
 Were gone, to fight again no more—
 Their loss, a thousand men or more!

Dawned on the fleet that Dewey led
 A miracle, while Spaniards bled;
 For on our side was not one dead!

The Battle of Manila Bay
 From mind shall never pass away—
 Nor deeds of glory wrought that day;

For mid that battle's awful roar
 The Spanish pride, to rise no more,
 Was humbled by our Commodore.

THE BATTLE OF MANILA*

'T WAS on the first of May
 When Dewey led the way
 Into Manila Bay,
 And faced the foe;

Our hero was aware
 Of all the perils there—
 But what did Dewey care,
 When told to go?

.
 'Tis now the dead of night,
 There's not a star in sight,
 Our ships bear not a light
 On either side;
 The waves roll gently by,
 The breezes gently sigh
 A peaceful lullaby
 Unto the tide.

*This poem was written for "The Life of Admiral Dewey" by Mr. George Coronway, of Wilkesbarre, Pa.

Each seaman holds his breath,
And all is calm as death—
Save that now travaileth
 The laboring screw ;
'Tis God alone doth know
What fancies strange do grow,
What visions come and go
 Now 'mong the crew.

But, hark ! that loud report—
It comes toward our port—
They're firing from the fort—
 They've seen our sparks !
Their challenge we defied,
And quickly we replied—
A volley from our side
 Soon stopped their barks.

With boldness nigh divine,
On steamed our gallant line—
Defying fort and mine—
 Heroically ;
At last they reached the bay,
Our colors flying gay,
All ready for the fray—
 To win or die.

.
The Spaniards' blood ran cold,
Their wrath they could not hold,
To see the Yankee bold
 So early there ;
Ere rose the morning sun
The battle had begun,
When loud the foeman's gun
 Rang through the air.

Then Dewey, ever brave —
Our champion of the wave —
The well-known signal gave :
 “Avenge the *Maine* ;”
Aloud from many a lung
The fiery signal rung —
While proud *Olympia* flung
 Death into Spain.

Again our vessels cheered —
Majestic they appeared,
As to the front they steered,
 With warlike sway.
And, heedless of the mine
That lay beneath the brine,
Swept by the Spanish line
 And Cavité.

Terrific was the fight,
Appalling was the sight —
Each side, with main and might,
 Fought brave and well ;
Our squadron’s mighty guns,
Manned by our gallant sons,
Belched forth their ready tons
 Of shot and shell.

The flagship of the foe
Was shattered ’neath the blow,
Her captain was laid low ;
 Her fatal deck,
Alas ! was covered o’er
With dead men by the score —
She sank to rise no more,
 A mortal wreck.

From larboard and from port,
We sent, with loud report,
A death note to each fort
 And ship of Spain ;
The enemy was crushed,
His every gun was hushed —
Our tars with victory flushed,
 Loud cheered again.

We never lost a son,
A vessel, or a gun —
The fight was nobly won —
 Long live the brave !
Our Stars and Stripes to-day
Are flying, proud and gay,
Above Manila Bay —
 Long may it wave !

Hail Dewey, bold and true,
Hail all his captains, too —
And don't forget the crew —
 Loud hail them all !
Have pity for the brave,
Who sleep beneath the wave,
Within their ocean grave —
 God rest their souls.

Do Thou, O Lord of Hosts,
Guard us from idle boasts,
 And fancies vain ;
Soon may this tempest cease,
And may the day of peace
 Return again.

A PROPHETIC SONG*

FILL all your glasses full to-night,
The wind is off the shore;
And be it feast or be it fight,
We pledge the Commodore.

Through days of storm, through days of calm,
On board Pacific seas,
At anchor off the Isles of Palm,
Or with the Japanese.

Ashore, afloat, on deck, below,
Or where our bulldogs roar,
To back a friend, or breast a foe,
We pledge the Commodore.

We know our honor'll be unstained,
Where'er, his pennant flies,
Our rights respected and maintained,
Whatever power defies.

And when he takes the homeward tack,
An Admiral's banner won,
We'll hail the day that brings him back,
And laud the duty done.

Along the far Philippine coast,
Where flew the flag of Spain,
Our Admiral to-day can boast,
"Twill never fly again."†

*Commodore Dewey was sent to the Asiatic station in November 1897, at his own request. His companions at the Metropolitan Club in Washington gave him a rousing send-off at a banquet, where this song was sung. It was written by Colonel Archibald Hopkins, clerk of the Court of Claims.

†This last stanza was added by Colonel Hopkins after the Battle of Manila.

THE MIRACLE OF MANILA

INSCRIBED TO ADMIRAL GEORGE DEWEY, BY T. S. V.

FAR, far away, Manila Bay
Lay dreaming in the evening sun;
No shattered deck, no ruin, no wreck,
To mark where treachery's deed was done.

The isles were still; they feared no ill,
And lower sank the dying day,
While from the fort, dark on the port,
The great guns frowned their solemn sway.

And 'neath their lips proud Spain's fair ships
Secure at anchor idly swung;
And every hulk a double bulk
Of shadow o'er the water flung.

And slower, slow, and deeper, low,
The rim of day sank in the sea;
Cavité grim frowned e'en on him
And proudly frowned Spain's chivalry.

Then in the sky, soft every eye,
Of every star peeped on that bay;
And, drooping, saw Spain's colors draw
Around the staff in idle way.

And now the noon of night; the moon
Swings high above Manila Bay—
And April's fleet retreating feet
Turn back to kiss the brow of May.

One long, last kiss, a vanquished bliss,
The maid May-crowned with flowers stood;
Her form so slight the cloak of night
Enwrapped, and on her head the hood.

LIFE OF ADMIRAL DEWEY

And as she gazed far o'er the ways
That lead into the salty deep,
Six ships she saw close, closer draw,
Six shadow ships still closer creep.

Spain's sentries pace accustomed place,
And gaze upon the moonlit sea,
But golden haze and distance's maze
Have wrapped the six in mystery.

But hush! but hark! one little spark
Looked up and saw a star to love,
And, leaping, sprung to where it hung
High in the jeweled sky above.

Red, red it burned; Spain's watch discerned
The amorous spark burn through the night;
Corregidor gave out a roar
And tremulous shook each star in fright.

But unconcerned, e'en though discerned,
The black hulks move beneath the stars,
And high in air the May moon fair
Sees flying there our stars and bars.

And stately, slow, they onward go,
These dauntless ships unheeding aught
Before, about, the deep mines shout,
Till all the air with waves is fraught.

What care these braves for mines or waves?
They scorn the hidden traps of Spain,
For yonder flies in Spanish skies
A rag they will not let remain.

In thunderous phrase Spain's cannon brays
Where stands Cavit  dark and grim,
While far away they softly play
The Sabbath bells their Sabbath hymn.

Though round them fall hot shell and ball,
Though round the moving ships so gay,
Still unconcerned they never turned,
The bells were calling—they would pray.

Sweet Sabbath bells with sink and swells,
'Tis freedom's banner that you greet!
The cannons roar, their curses pour
Sweet Sabbath bells on freedom's fleet.

And now the May has cast away
The hood and mantle of the night,
And morning's grace pours on her face
A rosy hue, a golden light.

She saw the stars and beaming bars
High waving as they onward came,
Saw freedom's men that fearless then
Stood waiting for the battle game.

Then one brave throat gave out a note
"Remember, boys, the *Maine*!" the cry;
And o'er the waves five hundred braves
"Remember, boys, the *Maine*!" reply.

Then from the ships of Spain the lips
Of brazen guns boomed answer back,
And shot and shell with hissing yell
Fell splashing in their wavy track.

And then they wheeled; their nerves were steeled,
Those dauntless hearts, those freemen brave,
While o'er them high the signals fly
That bid them do the thing they crave.

Then, then they make their guns that spoke
In roaring bursts of shot and shell;
An iron hail beat deck and mail
Till battered Spain all broken fell.

LIFE OF ADMIRAL DEWEY

Down, down it poured and louder roared
Each leaping gun on every deck,
Through clouds of smoke, red splashes broke,
Belched from each big gun's brazen beck.

E'en as a group of chargers stoop
To nibble grass and break away,
Then wheeling round, back to the ground
Return to feast and play and neigh.

So up and down, and back and round
Our bonnie ships moved in the fray;
Each ball they sent on ruin bent,
The hopes of Spain made lower lay.

Six times they passed, six ships enmassed,
Poured shot and shell on Spain's proud fleet,
Till one by one was hushed each gun
And fell each gunner from his feet.

The decks a flood of human blood,
The blood the Spaniards gave so well;
Still loud they roared our guns and poured
A hurricane of shot and shell.

Then ruin came with fire and flame,
Disaster, death, destruction, all.
The bloated pride of Castile died,
Pierced by a freeman's cannon ball!

Down, down, they sank, their ships, and drank
The bloody waters of the bay,
Till not a ship was left to dip
Its colors to our flag that day.

Oh, Spain! Oh, Spain! where now remain
Your vaunted strength, your boasted power?
Not e'en a boat is left afloat
To bear your banner in this hour.

And look ! behold ! Cavité bold
Flings out the white flag to the breeze .
While bright and fair and high in air
The Stars and Stripes now float at ease.

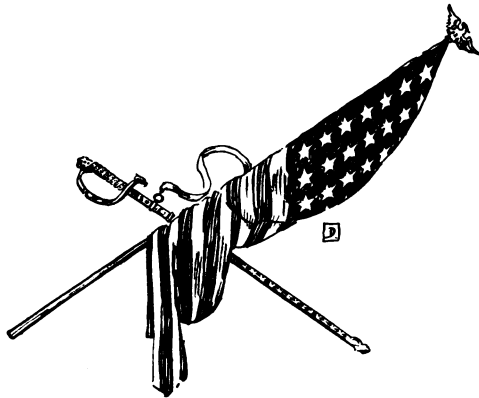
Ah, me ! Ah, me ! deep in the sea,
How many broken forms now lie !
Thy sailors, Spain, beneath the main,
Their curses on thee ever cry.

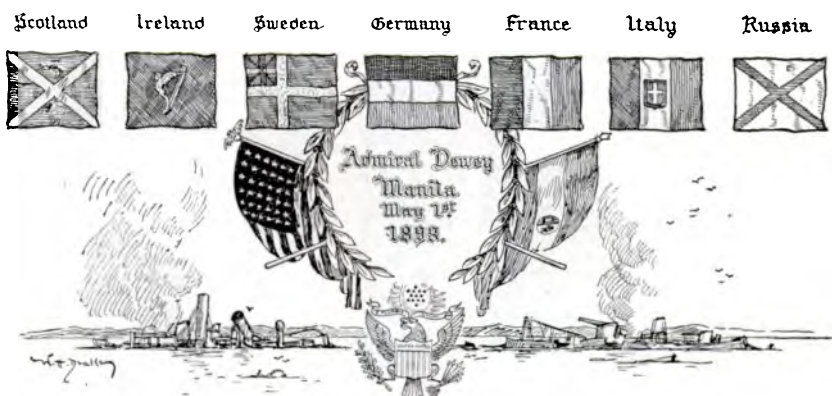
Our muster roll shows every soul
Still hale and hearty on the deck ;
Not one, not one, sunk by a gun,
And not a ship reduced to wreck !

I did not think proud Spain should drink
So deep the dregs of bitterness,
But then — ah, then ! — both God and men
Recalled the *Maine* and our distress.

Thrice honored be that hero, he
Who sailed the night so daring free,
Who struck the blow, struck Spain so low,
Brave Dewey lives immortally !

On Clío's page recording sage
Has never penned a deed so grand ;
The deed was thine ; the theme is mine ;
The flag is safe in Dewey's hand.





CHAPTER XVII

ANECDOTES OF THE ADMIRAL

CLAIMED BY SEVEN NATIONS—HE OBEYED ORDERS—"SMARTER THAN CHAIN LIGHTNING"—FALSEHOOD THE UNPARDONABLE SIN



ANY are the anecdotes which have been told of Admiral George Dewey since the battle in the harbor of Cavité. Some of them are instructive, while more may be said to be amusing, but all are interesting. We give space to a few of general interest.

The efforts to trace George Dewey's ancestry to nearly every nation on earth have been both amusing and ridiculous. The following symposium as to the Admiral's nationality appeared soon after the Battle of Manila in a Chicago newspaper:—

AS A SCOTCHMAN

Far be it from me as a Scotchman to embroil myself in the controversy as to Admiral Dewey's nationality.

Indeed, it would be foolish of me to go to any such lengths, knowing full well as I do that he is of the purest Scotch blood, such as was Paul Jones. The Dewars and Deweys, though the latter branch never had anything to do with the distillery business, are of the same family. Dewey's forefathers came to wander into Vermont after the Battle of Quebec, in which our Scotch troops lost their heads when the British officers stopped the bagpipes from playing the pibrochs all were accustomed to hear in highland warfare. I think you will find on investigation that Dewey had a set of bagpipes playing close by him when he whipped the Spaniards.

G. R. MACAULEY.

IRISHMAN

It is shameful the way the foreign countries are trying to rob Ireland of the glory and fame of Dewey. As the Admiral does not deny that he is of Irish blood, it ought to be proof enough that his forefathers did not steal their good old Irish name. Indeed, the Deweys were so valiant and numerous at one time during the defense of King James's crown that they almost constituted a clan, and they were all made of the sternest fighting stuff.

A great many of the earlier Irish immigrants of the century drifted into Vermont, and the branch of the Deweys whence the Admiral springs was among them. Very early in life he expressed a preference for the naval calling rather than politics, and that is why he became a hero instead of a statesman, the fate of so many of us.

M. S. O'NEIL.

SWEDE

We of Swedish origin, who take a natural pride in the great deeds of our countrymen, have investigated the subject of Admiral Dewey's birth since he destroyed the Spanish fleet at Manila, and have proved beyond a doubt that he is descended in direct line from the Vikings. His ancestors were thoroughbred Swedish sea fighters, and once upon a time had their home in Smoland, a province of Sweden. As near as we can find out, Dewey's immediate ancestors came to the United States in the present century and had the legislature of Vermont change their name, for convenience, from Dewjansen to Dewey. They left the seafaring business and took up the plow, but even the life and training of the farm could not suppress the Swedish genius for great deeds on the sea, which the youngest of the celebrated Dewjansens inherited.

C. M. BINJENSTERN.

GERMAN

May I trouble you to print some news I find before me in the Darmstadter Tagblatt of recent date? It states that Admiral Dewey, the conqueror of Manila, is German, and, like the distinguished Henry Villard, still has relatives on the Rhine. Some of his relatives on the maternal side, the Von Geigers, live in poor circumstances in the suburbs of Darmstadt, and an aged cousin on his father's side is a poor country gate-keeper on the Badische railroad. No doubt can exist as to the Deweys' descent, from the fact that his great-great-grandfather was one of the Hessian mercenaries employed by King George to suppress the American Revolution. The family

name, which is still preserved by Dewey's remaining cousin, though remote, is spelled Duwig, and is by no means uncommon in Hesse-Darmstadt.

H. VON EPPSTEIN.

FRENCHMAN

I want to say a word about this dispute as to what nation may claim the honor of having given to history the grand and illustrious Admiral Dewey. Do not be surprised when I inform you that he is French. His family name is Douett, pronounced Doo-ay, and what would be more natural than this change to Doo-ey, as you Americans pronounce it now? Admiral Douett's great-great-grandfather was an officer under Lafayette and conducted himself bravely throughout the war for American independence, marrying afterward in New York a French governess of noble blood who fled from the Revolution. When they settled in Vermont they really thought they were taking up their home in French Canada, so it is by the merest chance, and not from choice, that Admiral Douett is an officer in the American Navy, instead of that of his native land.

J. L. MARCY.

ITALIAN

As it is about time that the Italians should claim the honor which they know to be theirs in the nationality of Admiral Dewey, I have ventured to bring the interesting fact to your attention that he is in blood a true son of the Adriatic. We find, after patient research, that his great-great-grandfather was Raphael Angelo Di Wi, the first enterprising Italian musician to brave the horrors of the Atlantic for the purpose of introducing the movable organ

to this country. Raphael Di Wi was a man of fine courage and intrepid ancestry.

No doubt it is the character of the old fisherman forefather we find reflected in the Admiral. Shortly after Raphael Di Wi had arrived in Boston he met a beautiful young countrywoman who was engaged in selling "objets d'art" done in chalk, and they were married, thus founding the Di Wi stock.

E. G. CANDIANI.

RUSSIAN

It is time that the truth should be told about the genealogy of Admiral Dewey. He is not of Irish, or Scotch, or Scandinavian descent, as has been asserted so often. He is in reality of Russian blood and comes from a distinguished line of sea fighters who antedated Peter the Great in water warfare. One of Dewey's ancestors, who spelled his name Dhjuhjii, was attached to the staff of the American admiral, Paul Jones, while the latter served Catharine of Russia, and, in their intercourse, came to have such a high regard for the United States that he retired in time from the Russian navy and settled down as a farmer in Vermont. Thus did Russia confer this great man upon the United States.

P. I. OBLEVITSKY.

The San Francisco Examiner is authority for the following amusing anecdote of the time when Admiral Dewey was executive officer of the *Colorado*. W. W. Stone, who was ship's writer on board the cruiser *Colorado* when Dewey and Watson were lieutenant-commanders on that vessel, can tell many stories about those two celebrities. Admiral Goldsborough was in command of

the *Colorado*. His valet, John, who at one time was President Lincoln's servant, was a witty but bungling Irishman. Stone's best story centres around this quaint character.

One morning Admiral Goldsborough sent down word to John that he wanted his glass, meaning, of course, his spyglass. John, as usual, however, misunderstood, and came tramping up the bridge with a goblet in his hand.

"John, you're the devil's own valet," growled the admiral when he saw him coming.

"Faith, sor, I didn't think I'd come to that when I tuk service wid ye, sor."

"Throw that blamed goblet overboard and go and get my spyglass, as I told you, you infernal idiot!"

"Yes, sor," said John, calmly tossing the glass over the side, and in doing so narrowly escaped dashing it upon the upturned face of our executive officer, Lieutenant-Commander George Dewey. Mr. Dewey was on a tour of inspection, circling the frigate in one of the cutters. The *Colorado* had just arrived from Trieste. The passage down the Adriatic Sea had been a stormy one, and the painstaking executive officer of the vessel wanted to see for himself how the old ship looked after her battle with the waves.

It was a lovely spring Sunday morning. We had dropped anchor in the beautiful bay of Naples, and I had crept up into the mizzentop to drink in with boyish zest the delights of our glorious surroundings. Off our beams lay Ischia and Capri, standing like stern Roman sentinels on guard, at the horns of the bay. Ahead lay

the Campanile. From its centre rises old Vesuvius, from whose grim apex I could see floating upward a hazy wreath, significant of the unrest beneath. I watched the old admiral with a great deal of interest. Had I been a kodak fiend I should then and there have forfeited my appointment by taking a snap shot at the irate officer as he glared at the sleek, unconcerned menial.

"Go below, you blundering Irishman, before I have you tossed over after the glass." The man disappeared with just the suspicion of a smirk on his innocent looking face.

"Mr. Dewey would like to have you find out, sir, who is heaving crockery over the side of the ship, sir." This came from one of the crew of the cutter. He had come up with the order and spoke to Lieutenant-Commander John Crittenden Watson, at the time officer of the deck. The admiral overheard the message of the angry executive and laughed quietly.

"Tell Mr. Dewey that it was the admiral, my man," said he soberly; then, turning to Mr. Watson he remarked, "He can't very well put the admiral in the brig, though I may deserve it."

"He may look around for a substitute, Admiral," answered Mr. Watson, smiling.

"Oh, no; Dewey has too keen a sense of justice for that. Besides, I remember his saying once that he had no use for substitutes."

A few moments after this Mr. Dewey himself came over the starboard gangway, saluting the admiral with rather a haughty air. You see, a 10-pounder may spin

merrily past a fellow's head aboard a man-of-war and serve merely as a hook on which to hang the old-time jest about a "miss being as good as a mile," but when a plain matter-of-fact, plebeian tumbler shoots past you, contrary to the articles of war and in direct violation of established naval etiquette, the circumstance that you have escaped mutilation is only an excrescence alongside of the glaring fact that your dignity has been violently assaulted.

The admiral looked down and took in the situation. Descending to the quarter-deck, he approached Dewey and said with a friendly air, "I say, Dewey, did you ever read 'Handy Andy'?"

"Yes, sir," rather shortly.

"Well, now, I must have his cousin aboard." And the admiral related the glass incident. The two laughed over the blunder, Mr. Dewey having recovered his usual good nature by this time.

"You see, Dewey, I have a sort of interest in the fellow. The secretary recommended him to me as a good, faithful serving-man. He had been attached to Mr. Lincoln as his personal attendant, and I took the scamp partly on that account. Ah, here he comes at last with my glass! John, did Mr. Lincoln ever score you for your awkwardness?"

"No, sor, he nivir did. Many's the time he tould me that it wor a mercy that we were tegither, because, said he, his mind wor taken off affairs of state by thinkin' did he wurruk harder tellin' me how to do things than if he wint and did them himself."

"Doubtless, doubtless," said the admiral, laughing.

"I want you to remember, John," said Mr. Dewey severely, "that it is strictly against the rules of this ship to throw anything over the sides. You came very near striking me in the head with your glass-tossing."

"That wor a pity, sor."

"A pity!" exclaimed Dewey savagely. "By Jim, I'd have come up and had you strung up at the mainyard arm like a dog."

"No, sor, axin' yer pardon, I hope not."

"What's that?" roared the future admiral angrily.

"Throth, sor, d'ye mind the mornin' tellin' me that ye wor to do the thinkin' and I wor to obey orders, even if I bruk owners?"

The two laughed heartily at this hit, and John went below with flying colors.

"Dewey was always a good man to the men forward," says an officer in the Navy who has been associated with the Admiral on several of his cruises. As a commanding officer he was intolerant only of a liar. This sin he could not overlook. For the liberty breakers, the fo'c's'le scrappers, over-night drunks, and other petty offenders aboard the ships under his command, he has always had an exceedingly unobserving eye, and he has been noted for some difficulty he has had with his hearing apparatus when such offenders have been reported to him in the course of duty.

"Give him a show. He'll be good now, I guess," is a remark Dewey used often to make, when, as a ship commander, he had to receive the necessary reports of deck officers about the little breaks made by men forward.

But he was a terror in his handling of a liar. A blue-jacket who could stand at the mast before him and try to give him a cock-and-bull story instead of coming right out and owning up to his delinquency was in for trouble, and a whole heap of it. As a commander he liked and demanded candor. No other game went with him."

"Dewey is a man with big, piercing eyes," says a messenger in the Navy Department, who once made a cruise with the Admiral. "He is what I would call a little fellow as to height, but he surely looked bigger'n a Dutch frigate when he stood on his side of the mast and you were up in front of him. But he was a tender-hearted man on the cruise when he and I were shipmates. He would try not to see or hear things that he did not want to see or hear. None of us knew him 'up forward,' I mean as a commander. Some of us had been shipmates with him when he was a deck officer, and had never got the worst of it at his hands. But we weren't sure how he'd stack up as a skipper. We weren't long in finding out. We had to sailorize all right, but there wasn't much brigging with Dewey. He didn't like to see a man in double irons on his tours of inspection. We hadn't been to sea with him very long before we got next to how he despised a liar. One of the petty officers went ashore at Gibraltar, got mixed up with the soldiers in the canteens up on the hill, and came off to the ship paralyzed. He went before Dewey at the mast next morning, and gave him the 'two-beers-and-sunstruck' yarn.

"'You're lying, my man,' said Dewey. 'You were very drunk. I myself heard you aft in my cabin. I will not

have my men lie to me. I don't expect to find total abstinence in a man-of-war crew; but I do expect them to tell me the truth, and I am going to have them tell me the truth. Had you told me candidly that you took a drop too much on your liberty, you would have been forward by this time, for you at least returned to the ship. For lying, you get ten days in irons. Let me have the truth hereafter. I am told you are a good seaman. A good seaman has no business lying.'

"After that there were few men aboard who didn't throw themselves on the mercy of the court when they waltzed up to the stick before Dewey, and none of us ever lost anything by it. He'd have to punish us in accordance with regulations, but he had a great way of ordering the release of men he had to sentence to the brig before their sentences were half worked out.

"Dewey was the best liberty-granting skipper I was ever shipmate with. He hated to keep quarantined men aboard when the good-conduct men were flocking off to the beach. One fine Christmas day in Genoa harbor all the men entitled to shore liberty lined up at ten o'clock in the morning to answer muster before taking the running boats for the shore. There were about forty of us, myself among the number, who were quarantined aboard for having raised Cain ashore, in Nice, a few weeks before. Our quarantine was for three months, and it was not half run out on this Christmas day. Dewey stood at the break of the poop, with his hands on his hips, watching the liberty party line up. We fellows that couldn't go, were standing around the gangway, smoking our pipes,

and looking pretty down in the mouth, I guess. The big liberty party—there were a couple hundred of men in the batch—finally got away, and the ship was practically deserted, except for us quarantined fellows. Dewey watched us for a while out of the tail of his eye. We were leaning over the side, watching the receding running boats with the big liberty party. Dewey went up on the poop, and walked up and down, chewing his mustache, and every once in a while shooting a look at us men up forward. Finally, he walked down the poop ladder, and straight forward to where we were grouped.

“‘You boys, hop into your mustering clothes and go on off to the beach. I’ll let you have a couple of the running boats when they return. Come back with the other men when you get ready. Don’t raise any more trouble ashore than you can help.’

“There wasn’t a man in the gang of us that didn’t want to hug little Dewey for that, and you can gamble that we gave him a ‘cheer ship’ that rang around the harbor of Genoa. We all got marked in the log as ‘clean and sober,’ too, when we got back to the ship, for we weren’t going to do any cutting up on Dewey after the way he treated us.”

Every one of Admiral Dewey’s associates in the Navy, whether officers or men, have interesting stories to tell of him. Two of these, who were with Dewey on the steam frigate *Colorado*, one as an officer, the other as a seaman, were John L. Veimard and Charles E. Rand, both of Portsmouth. Veimard declares that “Dewey was ‘smarter than chain lightning,’ quick, passionate, and

always demanded the most perfect discipline of his men. Always kind-hearted, he was respected alike by his superior officers and the men under him."

But Rand is even more enthusiastic in his praise of the ability and courage of the Admiral. "I remember once, when I was with Dewey on the flagship *Colorado*," said he, in speaking of the hero of Manila soon after the battle; "he was then lieutenant-commander and executive officer. Once, during a terrific gale, when we were off the Bay of Biscay—oftentimes a nasty place, too,—the command was given to save the ship. The old *Colorado* could not move faster than eight knots an hour, and we were on a lee shore. I tell you it looked bad for us.

"At the height of the storm, the admiral himself took the bridge, relieving Dewey, and an order was given to set sails to help us out to sea. We fellows had to hustle into the rigging, and just to encourage us Dewey himself mounted the ladder, and in less time than I can tell it was on the yard unfurling sail. It was an exciting scene and a dangerous situation, but in a short time we were clear of the coast and safe from wreck on one of the rockiest shores I know of."

As illustrating the remarkable perceptibility of Admiral Dewey, it is said that, at one time during the Civil War, during an engagement with the enemy, Dewey and another officer were standing side by side watching the battle. Seeing one of the enemy's guns being trained upon the spot where they stood, the future Admiral turned and said: "The shot from that gun will strike

right here. There is no use in both of us being killed, so you step aside." The shot fell short, but directly in front of where they stood.

On another occasion when Dewey noted the position of one of the enemy's guns, he remarked to a comrade: "That shot will take off our bowsprit." And it did.

Admiral Dewey wore a "rabbit's foot" on his watch chain for "good luck" at the Battle of Manila Bay. Some months afterwards he sent it to a friend in New Jersey. It was exhibited, and as a result hundreds were made and sold to be worn as charms.

The following touching story concerning Admiral Dewey is also told. Just before the Battle of Manila, when the order was given to strip for action, the smallest powder-boy on the flagship dropped his coat overboard. He asked permission to jump after it, but was refused.

He went to the other side of the ship, dropped overboard, recovered his coat, and was promptly arrested for disobedience.

After the battle he was tried and found guilty. When the sentence was submitted to Commodore Dewey for his approval, he became interested in the case, as he could not understand why the boy should risk his life for a coat just before the battle. He had the boy brought to him. He spoke kindly to the youngster, who broke down and told the Commodore that the coat contained his mother's picture, which he had just kissed, and he could not bear to see it lost.

Dewey's eyes filled with tears, he fairly embraced the boy and ordered him to be released, saying:

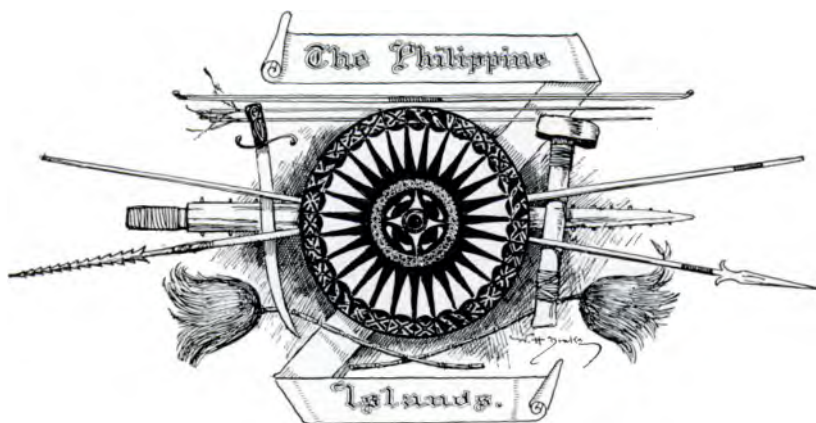
"Boys who love their mothers enough to risk their lives for her picture cannot be kept in irons on this fleet."

The Admiral on shore has ever been a man of clubs and society. Always quiet and gentlemanly, and not obtrusively conversational, but ever ready to talk and to be talked to. Perhaps he was readier to be talked to than to talk, for he has a mind of great activity and tense curiosity. While in Washington much of his leisure time was spent at the Metropolitan Club, where he became associated in a social way with Mr. H. L. Nelson. Mr. Nelson pays the Admiral this friendly tribute:—

"He loves to know what men are doing and accomplishing in the world, and on the whole I should say he had a 'Yankee' mind—a mind of acquisitiveness as well as inquisitiveness. I do not use the word inquisitiveness to mean impertinent curiosity, but to mean a desire for acquaintance with matters of importance. Generally when on shore duty at Washington, the Admiral lived at the club, and was sometimes a member of its house committee. Of one thing the members of the club will always have a grateful recollection, and that is the improvement of the cuisine under the direction of Admiral Dewey. When he had anything to do he did it with all his skill and ability. When he turned his mind to the kitchen of the club, the dining-room became pleasanter and more attractive.

"Professionally he was always highly esteemed by his brother officers, but that is a side of him concerning which I am not competent to speak. As a gentleman in society, he was immensely popular. People loved to have him for a dinner companion, and men in the club loved to chat with him. He had a great zest for everything he engaged in, and I presume he enjoyed the fight at Manila even better than his chop or steak at the club."

The last words of this friendly testimony give the key to George Dewey's character. He has a zest for everything he undertakes, and consequently succeeds where another would fail.



CHAPTER XVIII

THE PHILIPPINE ISLANDS

OUR NEW POSSESSIONS IN THE FAR EAST—THEIR HISTORY—
GEOGRAPHY — CLIMATE — WATERS — MINERALS — PRODUC-
TIONS — INHABITANTS AND POSSIBILITIES UNDER AMERICAN
RULE



SINCE the richest islands in the world have come into the possession of the United States, through the valor of Admiral George Dewey, his officers and men, a general interest is felt in their history, their peculiar features, and their possibilities under beneficent American rule.

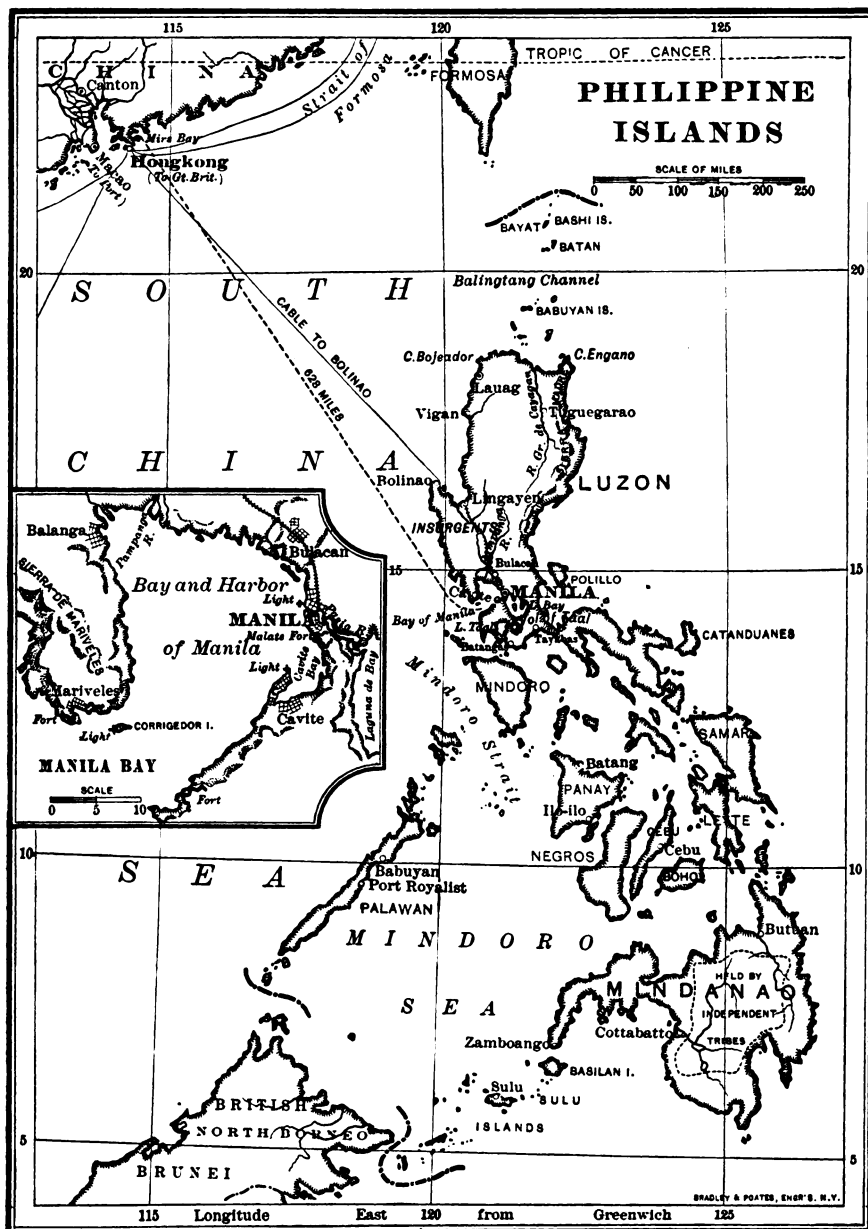
The islands were discovered March 7, 1521, by Ferdinand Magellan, whose correct name was Magalhaens. Contrary to the general belief, he was not a Spaniard, but a native of Portugal. As is well known, the strait at the southern extremity of

South America was named in his honor, and he was the first navigator to pass round the world. Magellan shared the fate of Columbus, for his own country did not appreciate his work as a navigator, and he entered the service of Charles V. of Spain, who placed him in charge of a fleet that was to attempt a westward passage to the Moluccas. He was engaged upon this task when he discovered the Philippines.

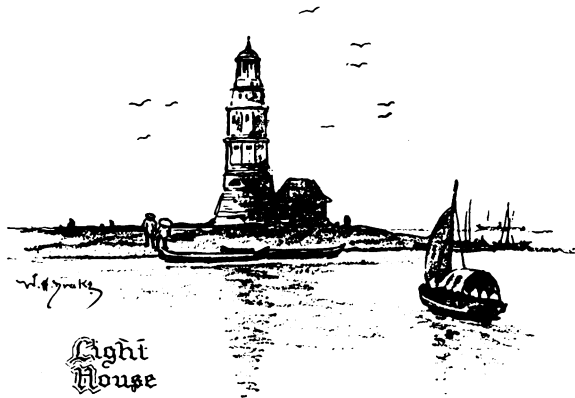


CORREGIDOR, THE FORTIFIED ISLAND THAT STANDS AT THE ENTRANCE OF MANILA BAY

The natives did not look with a kindly eye upon the swarthy white men, and noticing how few they were in number, dared them to land. Magellan had already been ashore on the island of Mindanao, and the challenge came from a party on Mactan, a small island in front of Cebu. Magellan accepted the defiance and made his landing, accompanied by fifty Spaniards, who soon found themselves engaged in a furious fight with two thousand natives, a disparity sufficient to overcome the advantage the white men possessed in the way of fire-arms. Magellan was mortally wounded by an arrow.



and he and six of his companions died August 26, 1521. His ship completed the circumnavigation of the globe. It was characteristic of the Spaniards that their first meeting with the natives should mean a fight, for such has been their policy ever since Spain was a nation.



Lighthouse

Manila Harbor.

Appreciating the value of these islands, Spain sent expedition after expedition thither throughout the following forty years. Most of these were unfortunate, for the Spaniards had no conception of the right way of winning the friend-



Iron Suspension Bridge
over Pasig River Manila.

ship and confidence of the simple-hearted natives. Under Philip II., who ruled Spain from A.D. 1556 to 1593, a fifth expedition was sent to the Philippines,

which, it may be said, established Spanish authority over them.

But such establishment by no means meant tranquillity and undisputed possession. The Spaniards were

kept busy fighting Dutch, English, and Chinese marauders. One of the most terrible foes was a Chinese outlaw, who was finally slain with his Japanese lieutenant. As was to be expected, there was continual fighting, more or less, with the natives, who were treated with ferocious cruelty. Early in the seventeenth century a Chinese rebellion was put down, after more than twenty thousand of the Celestials had been killed.

Soon after this the Dutch made several attacks upon the Spaniards, but were repulsed. The wars, rebellions, volcanic eruptions, pestilences, and all manner of disturbances were too numerous to bear full relation. Throughout them all, Spain kept her grip upon the Philippines, but it was continual warfare from the first down to the fateful May 1, 1898, when they passed forever from her possession.

These islands lie between $5^{\circ} 32'$ and $19^{\circ} 38'$ north latitude, and between 117° and 126° east longitude. From east to west their extent is about six hundred miles, with a length north and south of some one thousand miles. The exact number of the islands is unknown, some of them being very small. There are probably one thousand eight hundred of them in all. They have a mountainous surface, with a good natural drainage in Luzon,* the most important island. The estimated

* The following comparison of the area of the Philippines with that of some of the States of the Union, and facts relating to the trade and climatic conditions of the islands, have been compiled by the War Department at Washington:—

Luzon, the largest and most valuable island of the Philippine group, has an area of 50,000 square miles, nearly the same as that of New York, North Carolina, Arkansas, or Louisiana. The combined area of Wisconsin



MAJOR-GENERAL WESLEY MERRITT, U. S. A.

area of the islands is one hundred and fifteen thousand square miles, which is two and a half times the size of the State of New York. Luzon itself, with the small islands belonging to it, is almost as large as the Empire State. It will thus be seen that it is a royal prize that has come into the possession of the United States.

As to the climate of the Philippines it is very warm and moist. It never is really cold, and the temperature rarely rises above 100°. The warmest season is from March to June, and the coolest from December to January, while from June to November constitutes the rainy season, the greatest rainfall being in August and September.

The islands to the north sometimes suffer from the violent winds known as typhoons, which occasionally sweep across the lands further to the south, the severest occurring during the autumnal equinox. Visitors to the Philippines cannot be too careful in observing the laws of health, for the climatic conditions are bad. Even the natives are

and Illinois, Georgia, and Florida, or New York, Vermont, and Pennsylvania equals approximately the total area of the entire archipelago, which is 115,000 square miles; while the State of Arizona alone is almost as large.

As regards the foreign trade of the Philippines, under normal conditions, \$62,000,000 is a fair estimate of its volume. In 1896 the imports amounted to \$26,500,000. The exports in 1897 amounted to \$37,000,000.

From the fact that the extreme length of the Philippine group is from north to south, its northern extremity reaching to the limit of the tropical zone, the islands have a considerable variety of climate. The general characteristics, however, are tropical. March, April, and May are the hottest months, while the coolest are October, November, December, January, and February. The humidity is at all times excessive. The natives always seek shelter from the sun in the afternoon. The rainy season begins in June and lasts until September.



EMILIO AGUINALDO Y FAMY *
Leader of the Philippine Insurgents

subject to fever, and many thousands have died from cholera.

The most extensive mountains are found in Luzon, while others of less elevation exist in Mindanao. One of the peaks on the latter island named Apo reaches a height of nearly two miles. The volcano of Mayon in Luzon, almost as lofty, has had several violent eruptions during the past years. More than once Manila, the principal city, has suffered from the three volcanoes which are in the neighborhood, and which may be said to be an ever-present menace.

Another source of danger is the earthquakes, to which the islands are peculiarly subject. They have caused the loss of many lives and

the destruction of property beyond estimate. This ever-present danger will explain the peculiarity that strikes a stranger in the structure of the houses, which are made of wood, with the foundations only of stone. In 1882

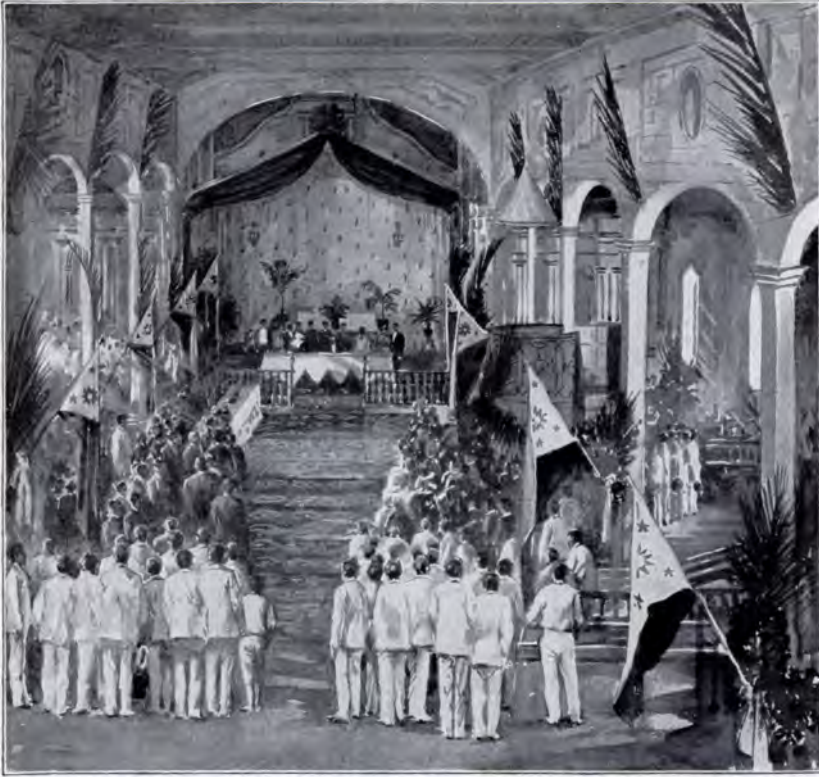
* Aguinaldo, the famous Filipino insurgent chief, was born in Imus, a village near Cavité, about thirty-one years ago. His father was a planter.



MAJOR-GENERAL OTIS, U. S. A.

Manila was swept by a cyclone, which in less than an hour laid half the city in ruins.

Bearing in mind the immense area of the most important islands and the extent of the mountain chains, it will



THE PROCLAMATION OF THE FILIPINO REPUBLIC AT MALOLOS, SEPTEMBER, 1898.
THE HALL IN WHICH THE INSURGENT CONGRESS MET

be understood that they are favored with a number of rivers of considerable size. Some of these empty into inland seas or lakes, while most of them open out into broad estuaries, which permit vessels of light draught to penetrate a long way into the interior.

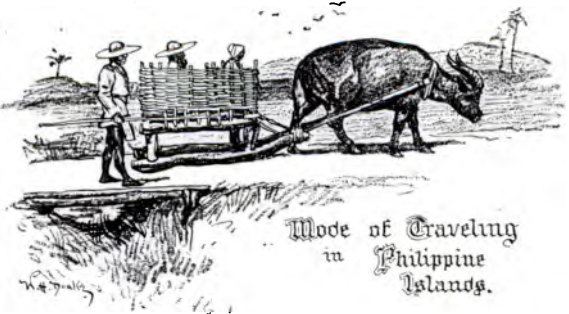
As showing the size of some of these streams it may be said that in Luzon the Cagayan is two hundred miles in length and the Aqua Grande more than a hundred



The Old Cathedral
Cavite.

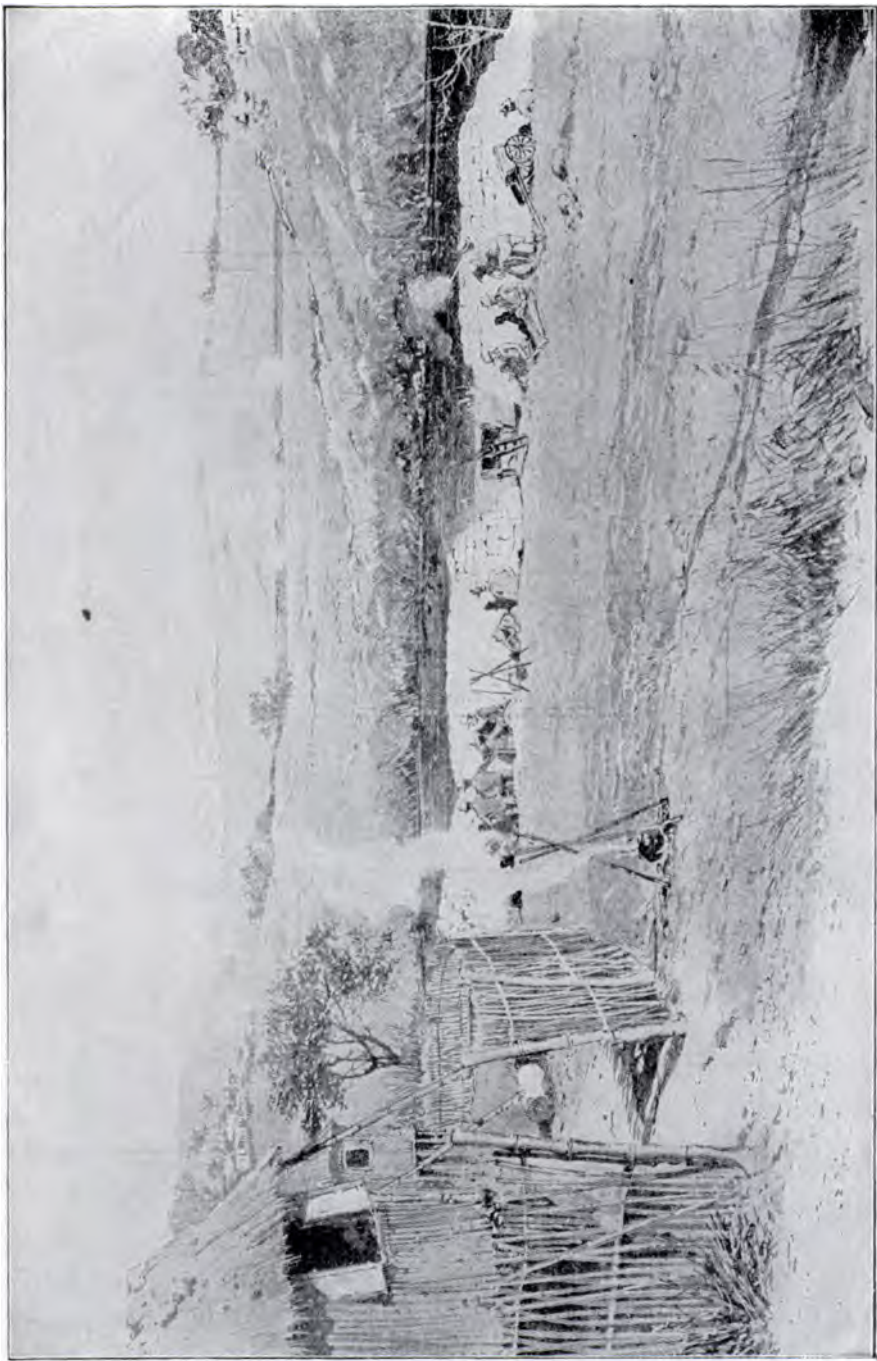
miles. The Pasig, of which mention has been made in our account of the military operations, is the most important of all the rivers, though it is barely twenty miles long, for, having its source

in the Lagoa de Bay, it finds its outlet in Manila Bay. Mindanao is also noted for its rivers, one of which, the Agusan, is longer than the Cagayan of Luzon. The Lagoa de Bay, in which the Pasig rises, is the most important lake in Luzon. Near Manila is a beautiful sheet of water lying in the crater of a volcano,



Mode of Traveling
in Philippine
Islands.

whose name means "The Enchanted Lake," and it forms one of the most interesting curiosities in the whole extent of the islands.



IN THE SPANISH TRENCHES AT MANILA

For a good many years the principal harbors of the islands have been closed to foreign commerce, being used by the natives in their trading operations along the coast. Because of this, the trade has been confined mainly to Manila, Iloilo, Cebu, and Sual, while Zamboanga, in Mindanao, was also an open port. From our description of Manila Bay it will be understood that it is one of the finest and most capacious harbors in the world. It is one hundred and twenty miles in circumference and offers few dangers to navigation. Manila has long been the capital of the Philippines and the Spanish centre of trade for the Pacific. It has a population of a quarter of a million, and the extensive harbor, of which mention has just been made, is vast enough to permit all the navies of the world to ride at anchor within it. In bad weather the best anchorage is off Cavité, several miles to the southwest.

These islands have been so long under Spanish rule that they show all the sluggishness and crude development of the colonies of that country. For instance, at this writing, the only railroad communication is between Manila and Dagupan, a distance of one hundred and twenty-three miles, but the telegraph lines are probably a thousand miles in extent, and radiate in different directions from Manila.

Various estimates have been made of the population of the islands, but the most reliable data place the number of inhabitants as between seven and eight millions, of whom the foreign residents number no more than twenty thousand, while the mixed bloods are somewhat greater. Here, as elsewhere, the meek, patient, plodding Chinaman

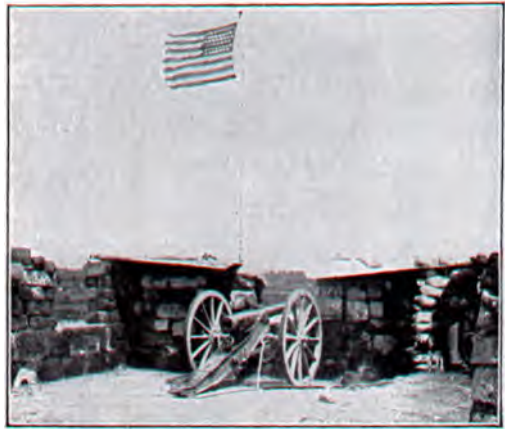


MAJOR-GENERAL HENRY W. LAWTON, U. S. A.

has made his way and saved money where an ordinary laborer would starve. While there has never been an exact census of the Chinese taken, they must number nearly seventy thousand.

One of the most interesting features of the Philippines is the natives, who have long been a study to the ethnologist. They are descendants of the Malays who formerly occupied the islands, and are divided into fifty-one tribes, which may be separated into the two grand divisions of the wild mountain natives and the civilized people who live along the coast and are brought in contact with foreigners or their own race in the towns.

Of these tribes the most powerful are the Visays, who



"OLD GLORY" FLYING ABOVE FORT MALATE, MANILA

live among the southern islands. The Negritos, Cebus, and the Jabla tribes, found in the principal islands, are believed to be the descendants of the original natives of the islands. These people make their living by fishing and hunting, wandering from place to place, like the American Indians. All are chewers of the betel nut, a vegetable production that deserves a



GOVERNOR-GENERAL AUGUSTIN



THE CASEOS ON MANILA BAY

passing notice. It is a narcotic masticatory used not merely for chewing, but to dye the teeth black and to impart a deep red color to the lips. Among females these peculiarities are considered marks of beauty, though to foreigners the effect is the reverse, and the manner in which the herb is chewed is disgusting. To one unaccustomed

to the indulgence it acts as a powerful astringent in the mouth and throat, and the quicklime with which it is mixed often removes the skin and deadens the taste. After a time the effect is pleasant and exhilarating and lasts a good while.

Like many savage peoples, the natives show great cleverness in carving, some of their handiwork being beautiful and artistic. There is a good deal of plaiting of nets, weaving, and embroidering. The valuable commerce of the islands is mainly in the hands of the British, Americans, French, Germans, and Swiss, though the Spanish laws have often discriminated to an injurious degree against the trading interests of foreign nations. The most extensive tracts of land in Luzon are under the control of religious orders, in whose favor the Spanish laws have been so glaringly partial, and from whose exactions the people have suffered so severely, that it has been one of the potent causes of revolt. Aguinaldo and those associated with him claimed that the tyranny of the religious orders had become intolerable.

It would be a grave error to look upon all the Filipinos as savages, though there are thousands of them in the interior who are as barbarous as the Sioux Indians in our own country. Provision on a large scale has been made for the education of children. In 1889, there were more than one thousand five hundred schools for boys and girls, the instructors of whom were provided by the Normal School in Manila, besides which there were a large number of private schools. The University of San Tomas de Manila was founded nearly three centuries ago, though



Native Houses
in
Santa
Ana.
near
Manila



Types of the Philippine Natives.



Bridge over Pasig River
Manila.

much cannot be said of its value as a leader in liberal education. A much more valuable institution is the college of San Juan de Lateran, founded in 1820, while the Municipal Athenæum, under the care of the Jesuits, must not be forgotten. Little praise can be given to the newspapers, which, being under the control of the government, were the enemies of progress and liberal ideas.

Manila will always hold a peculiar interest to Americans, for, as we have already shown, it was the scene of one of the grandest exploits of one of the grandest characters that figure in ancient or modern annals. It will be remembered that it stands on the western side of Luzon at the mouth of the river Pasig and Manila Bay, and, occupying both shores of the stream, is connected by a stone bridge four hundred and twenty feet long and by an iron suspension bridge. For military and other purposes the city is divided into the right or north shore, which contains eight suburbs, while the south or left shore of the Pasig has the Ciudad proper or fort. This is made of high solid walls, protected by a citadel and surrounded by a number of wide, deep ditches. The scenery along the Pasig, all the way to the lake, is among the most charming and beautiful to be found anywhere.

The thoughts of Americans have been turned for months to the Philippines, and the question has been asked times without number as to what development they are capable of. The islands of themselves are the most valuable in the world; and despite the princely revenue poured into the lap of Spain by the "Pearl of the Antilles," her colonies in the Far East were still richer. If they furnished so

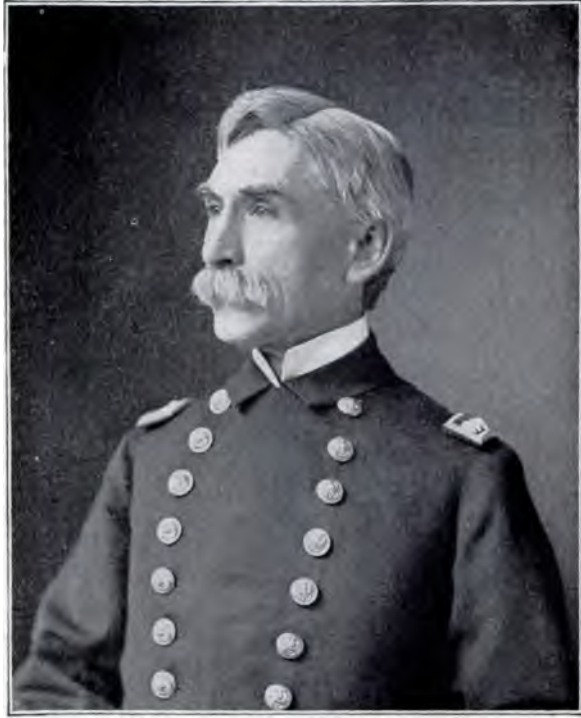
much valuable trade in cigars, sugar, coffee, tobacco, hemp, rice, cocoamats, cordage, and cotton or mixed fabrics, they would undoubtedly do vastly more under intelligent and energetic management.

First, in regard to the mineral wealth of the country. Gold has been found in different parts, though so far as yet known it does not exist extensively. The leading mineral products are coal and iron, the latter being abundant in many of the islands. The iron mines in Luzon exceed all the others and the quality is excellent, most of it being equal to the famous product of Sweden. Magnetic iron is found in many places and is remarkably pure.

Pit coal is also plentiful and was first discovered on the island of Cebu. It was afterwards found in so many other places that coal mining became an important industry, though of late years the output has diminished. Another valuable mineral is copper, of which rich veins exist in the district of Lepanto. Learning the value of the mineral, a good many natives drive a thriving trade by bringing it into the towns and to the different trading posts and bartering it to dealers who are eager to buy. Naturally, in the neighborhood of the extinct volcanoes large quantities of sulphur have been found, while antimony also exists in the provinces of Zambales.

The other commercial minerals are mercury, occasionally unearthed in the province of Caraga and elsewhere; lead in Cebu; marbles on the island of Romblon, of Guimaras, and the mountains of Bataan; granite in

the Sierra of Mariveles; and jasper and basaltic tufa in Guadalupe. There are abundant mineral waters, the most noted being the iron springs of Taucalao in the province of Albay, in the province of Laguna, and the sulphur springs of Antipolo. The thermal spring in Pagsangan has



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REAR-ADMIRAL JOHN C. WATSON, U. S. N.

the reputation of having wrought many remarkable cures, and, being inclosed amid the most picturesque and beautiful scenery, it is a favorite resort. Under the management of a company of hustling Americans, all these springs could be made a source of lucrative revenue. Experiments and investigation have brought many new springs to light, leaving it fair to infer that still others are awaiting discovery in different parts of the islands.

The vegetable productions of the Philippines are interesting, varied, and valuable. Stretching north and south through fifteen degrees of latitude, with a soil in

many parts of the most fertile nature, with a favoring climate, it would be strange indeed if these islands did not present possibilities that cannot fail to draw the attention of capitalists and even men of moderate means. It is safe to assume that within the next ten years the production will double or triple as a result of the infusion of American blood, energy, pluck, and enterprise.

The mountains give a characteristic peculiarity to the vegetable productions, while the equatorial lowlands lend a rich exuberance to the growth, and produce an almost endless variety in the vegetable wealth of the country. It may be said that there are few productions of the torrid or temperate zones which do not find congenial soil in some portions of the islands. Thus in the Sulu Archipelago the characteristic is equatorial, but this disappears in Mindanao, although still retaining a tropical nature all the way to the north of Luzon, where equatorial growth again appears in great profusion.

Agriculture can be pushed with a certainty of valuable returns, but as yet that industry is of the crudest and most undeveloped form. Like the monks and Indians of California, who trod the rich soil for centuries without suspecting the untold treasures of gold that were sleeping in the ground, the people of the Philippines seem never to have realized the marvelous development of which the soil is capable. Thousands of agriculturists would find there all the favoring conditions they could ask, except perhaps so far as personal comfort is concerned. The abaca-tree, from which the famous Manila hemp is obtained, has long been one of the most important factors

of commerce. Rice, corn, sugar-cane, coffee, tobacco, and indigo find in the Philippines every desirable condition for their fullest development.

Rice, which forms one of the leading staples of food, not only in the East, but in many other countries, grows in profusion and is the chief dependence of the natives in



SPANISH HISTORICAL PERSONAGES (No. 1)

the way of food. It flourishes in the mountains, on the plains, and, as in South Carolina, in water. It is such a favorite with the people that their greatest ingenuity is displayed in its culture. It is found in all parts of the islands, and in many instances has brought wealth to those who were able to cultivate it on a large scale.



CHRISTINA, THE QUEEN REGENT OF SPAIN

Next in importance to rice is the cultivation of sugar. Several varieties—all of the best quality—of sugarcane grow, and the product comes nearer that of any other country in its excellence to the sugar of Cuba. It is most abundantly cultivated in the provinces of Negros, Pampangas, Bulacan, and Batangas.

The industry, however, that yields the most valuable returns is the cultivation of tobacco, which since 1882 has been untaxed. The Manila “wrapper” for cigars has long been a favorite with the users of the weed, and the product itself is of such a superior quality that ten times the crops now produced would find a ready sale in the leading marts of the world.

Manila hemp, as every one knows, has long been one of the most noted products of the islands. As has been stated, it is obtained from the abaca-tree, and the annual export, previous to the recent troubles, was almost \$30,000,000. As a rule, it is exported in the form of raw material, though considerable trade has been carried on for years in the matting and tissues woven by the natives in

the interior. In 1892 the product of Manila hemp amounted nearly to one hundred thousand tons. It will be seen that as relates to hemp the Philippines offer tempting inducements to capitalists.

Indigo not only abounds, but in quality it has no superior in any part of the world. The same may be said, with some reservation, of the coffee. Some experts declare the

coffee of Mindanao superior to the more famous Mocha product. The cultivation of cereals, however, has been generally neglected, dependence for flour and grain being mostly upon California. This neglect may seem singular, when the soil and climatic conditions are so favorable, but the real cause lies in the endless disputes over the ownership of land, the difficulties of land transportation, and the oppressive taxation, which has often been of so whimsical a nature that no calculation could be based upon it. The richness of the soil is shown in the fact that many of the cereals grow wild in the mountains.

It would naturally be supposed that cotton is a leading product, but such is not the fact. Not only is its growth



ALPHONSO XIII, KING OF SPAIN

meagre, but its quality is poor. It is not probable that its culture will ever yield satisfactory returns in the Philippines. The best is found in the provinces of Batangas and Ilocos.

Cocoa deserves mention, since a large area of the islands is devoted to its cultivation. That which is produced in Cebu equals the best grown anywhere.



SPANISH HISTORICAL PERSONAGES (No. 2)

In the nature of things, the Philippines abound with the most valuable timber and commercial woods. Think of a wood that can be exposed to all kinds of weather or kept submerged for hundreds of years and yet remain as firm, solid, and uninjured as when first cut down. This wonderful peculiarity belongs to the tree known as the molave, which seems to be as impermeable to moisture

as iron. Black ebony, red mahogany, and woods especially valuable for molding are found in the forests which cover an area of thousands of square miles. In addition, there must be other trees of vast worth to commerce of which comparatively nothing is at present known.



A HOUSE USED AS A BLOCKHOUSE, NEAR MANILA

In the forests there seems to be no end to the palms, bananas, cloves, pepper, allspice, cinnamon, and nutmeg, while at heights of a thousand feet or more the fern-trees grow luxuriantly. Of pot plants there are more than



THE EFFECT OF AN AMERICAN THREE-INCH SHELL

three thousand, several hundred of which are indigenous to the islands. It must not be forgotten that a great many of the plants possess a high medicinal value.

Now, while we have endeavored to set forth briefly the capacities of these interesting islands under



A STREET IN THE OUTSKIRTS OF MALOLOS

American control and management, we should not be fair to our readers if we failed to warn them of the disadvantages that are certain to be encountered, though it must be said they are no greater, and in many respects are less, than what our countrymen have met and over-

come in other parts of the world.

We have already referred to the climate, which while it does not offer the extremes found in our own country, is still enervating and often fatal to foreigners, especially when they are careless in observing the laws of health.* Sheep

* Consul O. F. Williams, however, writes to the State Department from Manila, under date of February 24, 1899, as follows:—

“I wish to refute the statements generally circulated in regard to the health and climate of the Philippine Islands. Being within the tropics, they of course lack the invigorating effects of frost, and the temperature averages high—at Manila about 78.3° F.; but extremes



NATIVE HUTS NEAR POLO, NORTH OF MANILA

do not thrive and the horses, though tough and enduring, are miserable-looking creatures. Mosquitoes swarm by the billion. They are everywhere, and only by the use of netting and great care can any one secure immunity from the pests. We have plenty of these nuisances in our own country, but there are few sections that are so plagued as the Philippines.

Besides the mosquitoes there is a species of white ant, whose voracity is almost incredible. Thus far the only wood through which they do not eat their way is the metallic molave. There is reason for fearing that after their teeth have become sharpened from practice, they will find a way of successfully attacking this wood, since it has been established by scientific investigation that there are insects in existence which actually gnaw

are not wide apart, and during the last year I heard of no temperature below 57° F. in the islands, and none below the sixties in Manila. Mercury in the shade rarely rises above 85, nor above 95 in the sun.

"Being on the coast of a bay so large as to be almost an inland sea, and having eight miles to the east a lake, with one hundred miles of shore, whose waters seek the bay through the large and rapid Pasig, the city of Manila has fresh air constantly, as well as sea breezes.

"The sewers of Manila are not good, and can never be first class, because of its low levels; but the rainfall here is above ten feet per annum and quite evenly distributed, so that the streets are rain swept and the sewers well flushed almost every day. There is also an advantage in hot, wet weather, which hastens the decay of vegetable or animal matter, this soon rotting and being washed away.

"The city water supply is abundant. The water is carried in large iron pipes about seven miles from springs, and is exceptionally pure and agreeable to the taste. I use it every day as a beverage and have never experienced ill effects therefrom. I have not been sick a minute since I left the United States in 1897.

"In filthy quarters smallpox may be found almost any day, but few deaths result, and the sanitary measures of the present government have been of the greatest benefit. The death rate is small and it is only necessary to live properly to be entirely healthy."



FILIPINO HUTS THATCHED WITH NIPA PALM LEAVES

iron, without injury to their incisors and with great damage to the metal.

The crocodiles are never desirable neighbors, and there are plenty of them in the Philippines, though they can hardly be looked upon as a menace to human life.

Naturally there are many serpents, a few of which are very deadly. One of these, and the most terrible of all, resembles so closely the green leaf of the rice plant that a person is not likely to discover his mistake until bitten, when it is too late, for there is no known antidote for its fearful poison. The merciful fact is that it is exceedingly rare. There have been natives who have lived all their lives among the rice fields without ever having seen a "dekenpalay," whose name indicates its resemblance to the green leaf of the rice plant.



A BARRICADE ON THE ROAD FROM MANILA TO POLO



The boa is another species of snake found in the islands, but it is not held in much dread, since, like all constrictors, it is not venomous, and ordinarily a man has little trouble in keeping beyond reach of its unpleasant attentions. It is said that three-fourths of the known species of serpents are found in the Philippines, but they are not to be compared with those of India, where annually thousands of people lose their lives from snake bites.

Many animals are found. Deer, which are probably the most widely distributed of all quadrupeds, are numerous in some sections and their flesh is of a good quality. There are also wild bulls, horses, and buffaloes, with apparently no end of monkeys, mountain cats, marine and land birds.

The policy of Spain was a dead weight for years upon the development of the islands. One of the most grievous complaints of the Americans, and one which helped to lead to the Revolution was the Navigation Laws, which compelled the colonies to carry on commerce only with England. This policy was followed to a more rigorous extent by Spain in the Philippines until recent years. The peasantry were forbidden to sell to any parties except the Spanish government at prescribed rates. The government had absolute control over all exports, and foreigners were not allowed to purchase real estate. The direct and indirect taxation made up one-half of the receipts of Spain from the islands; other onerous regulations were established, and it can well be understood why the natives revolted so many times against the rule of a nation that is not only tyrannous

to her subjects, but is lacking in the simplest rudiments required for the successful government of her dependencies.

Such is the country to which the victories of the gallant Dewey promise a brighter and a happier future. Named after the cruel Philip when discovered by the famous Portuguese navigator, the islands have been scenes of cruelty and oppression from that day to this, without justice and without peace. Blessed by God with all the sources of wealth and refinement, with the finest of minerals, the finest fruits and the most beautiful woods, with a position that is the envy of the world "at the gateway of the day," under the Spaniard nothing has been done for such a country. It has been left a field for the grossest superstition and for the most grasping rapacity. Surely now a better day is about to dawn for the millions of its inhabitants, perhaps as yet unknown to them, which will, however, certainly lead to a morning of joy.

Under the protecting power of America the West will lend a helping hand to the East, and the Philippines will be Philippines no longer, but a country freed from everything that is associated with so baneful a name, to become a land of religious freedom, happiness, prosperity, and peace.





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